(#3)(A) 5/12/88 #5038 5/12/88

AMENDMENT TO MARITIME ECONOMY RESERVE DISTRICT

TEXT AMENDMENT

The Maritime Economy Reserve text amendment is hereby amended by inserting, after paragraph 14, the following paragraph:

15. The changes to the Boston Zoning Code adopted in this text amendment shall not apply to projects which:

(i) are currently existing; or are under construction, or are designated to be constructed on a privately-owned site, or on a site owned by a public agency; and are the subject of a contract, designation, or lease or other property interest that has been executed, voted, or conveyed by the public agency prior to the effective date of this amendment; and have been approved by the public agency prior to the effective date of this amendment; and, further,

(ii) which do not commit the site to non-maritime dependent industrial uses in perpetuity; do not deter viable economic maritime-dependent industrial uses of adjacent port lands; and devote more than fifty percent (50%) of the project's site area to maritime-dependent industrial uses, provided further that the total area devoted to maritime-dependent industrial uses and water-dependent and water-related uses is not less than seventy-five percent (75%) of the project's site area.

MEMORANDUM **MAY 12, 1988**

TO: **BOSTON REDEVELOPMENT AUTHORITY AND STEPHEN COYLE, DIRECTOR**

FROM: **LINDA S. BOURQUE, ASSISTANT DIRECTOR FOR NEIGHBORHOOD PLANNING AND ZONING**
JOHN LEIGH, ASSISTANT DIRECTOR FOR HARBOR PLANNING AND DEVELOPMENT
GARY BROWN, PLANNER

SUBJECT: **MARITIME ECONOMY RESERVE DISTRICT (MER)**

EXECUTIVE SUMMARY: **Request that the Director be authorized to petition the Zoning Commission to amend the text of the Boston Zoning Code by incorporating a new zoning district entitled Maritime Economy Reserve (MER) and further, amend three Zoning Maps, in order to rezone specific properties in South Boston, East Boston and Charlestown as MER Districts.**

As your are aware, staff has been conducting extensive research and planning toward the establishment of a Maritime Economy Reserve (MER) as a new zoning district, in conjunction with the overall rezoning of the waterfront through the Harborpark IPOD process. The establishment of this special zoning district would set aside and preserve specific sites along the waterfront that could be used only for maritime-industrial and associated water-dependent uses. The current zoning for maritime dependent uses (W-2 Waterfront Industrial), allows numerous as-of-right and conditional uses which have led to land use conflicts, speculation, and encroachment upon these important maritime industrial areas.

The proposed MER district includes the following specific objectives: to preserve for maritime-industrial use, and particularly for the ocean borne carriage of goods and passengers, adequate piers, wharves and land necessary for vessels and their support facilities in Boston Harbor; to maintain, foster, and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston and along the waterfront consistent with applicable State policy and unique needs of the maritime industry.

On August 13, 1987, the BRA Board took under advisement staff's request to petition the Zoning Commission to amend the text and maps of the Boston Zoning Code by incorporating a new zoning district entitled Maritime Economy Reserve (MER). At that meeting, the Board requested that all owners of

property included in the proposed MER be notified and their comments solicited, and that public meetings be held in the neighborhoods in which MER districts are proposed.

On November 17, 1987, a meeting was held in the BRA board room for all property owners of parcels of land considered for inclusion within the MER boundary. Each of the owners of record was notified of the meeting by certified mail. Each package contained a letter of explanation (attached), notice of meeting, and a listing and locus map of the parcel(s) owned by them which are being considered for MER designation. Fifteen of the property owners attended the meeting (written comments of property owners attached).

Some property owners question the restrictiveness of the allowed uses in the MER, particularly regarding its impact on the use of older multi-stored elevated structures. They also felt that the current warehousing, light manufacturing, and office uses in their existing 'back-land' structures should be allowed. It was noted that any legally existing uses would be "grandfathered". Two property owners also expressed concern that if their property were included in a MER and the future needs of the company dictated consolidation or expansion, it would limit options and affect land value.

Another issue raised was a perceived imbalance between public vs. private property being considered for inclusion in the MER. As the attached fact sheets highlight, 71.69 percent of the property being considered for MER is publicly held, and both public and private land has to meet the same siting criteria (also attached).

Also, as requested by our Board, community-wide meetings were held in each of the affected neighborhoods. Meeting notices were published in local papers and neighborhood groups and property owners within the MER were notified via mail (attachments). The first neighborhood meeting was held in Charlestown on January 19, 1987, at the Knight's of Columbus Hall. No opposition regarding the MER concept was expressed.

On January 27, 1988, the second neighborhood meeting was held at the Tynan Community School in South Boston. While no direct opposition regarding the MER concept was expressed, the issue was raised regarding the potential traffic generation which could result if MER districts were enacted vs. keeping the area as currently zoned. It is expected that the water-borne nature of a MER will assist in reducing traffic rather than allowing the to-site and off-site traffic that is now existing in the current W-2 Districts.

On February 2, 1988, the third neighborhood meeting was held at the Harborside Community School in East Boston. No direct opposition regarding the MER concept was voiced. However a question was expressed regarding the appropriateness of not conditionally allowing uses other than water-dependent industrial in such a zone. This matter has received extensive subsequent discussion at Harborpark Advisory Committee meetings. It is felt that since there is a limited amount of waterfront industrial land in the City, some of it needs to be reserved only for such activities, and that other uses can be located in non-industrial areas along the waterfront or in less scarce non-waterfront land.

NPZ/06.BME
051188

Additional discussion also was initiated with Massport that resulted in the October 9, 1987, letter form David W. Davis, Executive Director, Massport to Mr. Farrell expressing that agency's support of the MER concept (letter attached).

Neighborhood Planning and Zoning and Harbor Planning and Development staff have had numerous smaller meetings and workshops with property owners, neighborhood groups, maritime interests, and other interested parties, to discuss the proposed MER Zone.

In addition to the above, MER discussions have taken place at the Zoning Subcommittee and full Harborpark Advisory Committee level. As a result of these efforts, it is now requested that the Director be authorized to petition the Zoning Commission to amend the text and maps of the Boston Zoning Code to incorporate the Maritime Economy Reserve Zones.

The text and map amendments have been fully endorsed and supported by the Harborpark Advisory Committee. In addition, the East Boston PZAC, Fort Point Channel CAC, Charlestown Neighborhood Council, Massachusetts Port Authority, and City of Boston Economic Development and Industrial Corporation have also reviewed and concurred with the MER District proposal.

An appropriate vote follows:

VOTED: That the Authority authorizes the Director to petition the Zoning Commission for text and map amendments to establish in the Zoning Code a Maritime Economy Reserve district and designate such districts in Charlestown, East Boston, and South Boston, in substantial accord with the petitions submitted to the Authority on May 12, 1988. The purposes and objectives of the proposed MER district include the following: to preserve for maritime-industrial use adequate piers, wharves, and land necessary for vessels and their support facilities in Boston Harbor; to maintain, foster, and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston and along the waterfront consistent with applicable State policy and unique needs of the maritime industry.

NPZ/06.BME
051188

#5038
5/12/88

A

Text Amendment Application No. ___
Boston Redevelopment Authority
Maritime Economy Reserve

TO THE ZONING COMMISSION OF THE CITY OF BOSTON

In order to preserve for maritime-dependent industrial use, and particularly for the ocean borne carriage of goods and passengers, adequate piers, wharves and land necessary for vessels and their support facilities in Boston Harbor; to foster and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston; to designate sites for maritime-dependent industrial uses along the waterfront consistent with applicable State policy and the unique needs of the maritime industry for waterfront property; to promote land development that will protect the public health and general welfare; and to maintain a safe and healthy environment.

The Boston Redevelopment Authority hereby petitions to amend the text of the Boston Zoning Code, as established under Chapter 665 of the Acts of 1956, as amended, as follows:

1. By renumbering in Section 2-1 entitled "Meaning of Certain Words and Phrases," definitions currently numbered (32A) "Mobile home," and (32B) "Mobile home park", as follows:

   (32A) "Mobile home", shall be renumbered (32B) "Mobile home";

   (32B) "Mobile home park", shall be renumbered (32C) "Mobile home park".

2. By inserting in Section 2-1, the following definition:

(32A) "Maritime-Dependent Industrial Uses," marine terminals and related structures for the transfer between ship and shore of goods and/or passengers transported in waterborne commerce; facilities associated with marine terminals for the storage of goods transported in waterborne commerce; manufacturing facilities relying on the bulk receipt of shipments of goods by waterborne commerce; wharves, piers, docks, and processing and storage facilities for the commercial fishing industry; dry docks and other facilities related to the construction, serving, storage, maintenance or repair of vessels and other marine structures; and other docks, wharves, berths, dolphins, or mooring facilities for tow boats, barges, dredges, ferries, commuter boats, water buses, water taxis or other vessels engaged in waterborne commerce, port operations, or marine construction. The areas zoned MER contain or are adjacent to: navigable channels of 12 feet depth or more at mean low water; or tidelands and associated lands abutting such channels that by their topography, size, and relationship to residential neighborhoods are suited for Maritime-Dependent Industrial Use. If the property is currently being or has within the five (5) years prior to the adoption of this amendment been used for Maritime-Dependent Industrial Uses, then these requirements are deemed to have been met.

3. By striking out the first paragraph in Section 3-1, entitled "Division of City into Districts", and inserting in its place the following paragraph:

Division of City into Districts

For the purposes of this code, the city is hereby divided into districts as follows: three class of residential districts: S (single family), R (general), and H (apartment); two classes of business districts: L (local) and B (general); and four classes of industrial districts: M (restricted manufacturing), I (general), W (waterfront) and MER (Maritime Economy Reserve); each of which is further subdivided into subdistricts identified by a number which represents maximum allowed floor area ratio and some of which have a second number which represents a height limit, as follows:

4. By inserting in Section 3-1, at the end of subsection (c) entitled "Industrial Districts" the following:

MER-2, Maritime Economy Reserve.

5. By inserting in Section 8-7, entitled "Use Regulations", in Table A:

a) in the key at the end of the column entitled "Industrial" the following:

MER = Maritime Economy Reserve.

b) under "District", after W the following:

MER.

c) in the column under MER for the following uses, the letter "F":

Uses #1-64, 66-67, 72A-79, 82, 84, 86.

d) in the column under MER for the following uses, a double asterisk (**), with the condition "**A if a Maritime-Dependent Industrial Use; otherwise F":

Uses #65, 68, 69, 72, 80.

e) in the column under MER for the following use, a double asterisk (**), with the condition "**C if a Maritime-Dependent Industrial Use; otherwise F":

Use #70.

f) in the column under MER for the following use, the letter "A*", with the condition "*Provided that such use is not a use specifically forbidden in such district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory":

Use #85.

g) in the column under MER for the following uses, the letter "C":

Uses #81, 83.

h) in the column under MER for the following use, the letter "C*", with the condition "*Provided that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is ancillary":

Use #71.

6. By deleting in Section 11-6, entitled "Signs Subject to Other Regulations", in the first sentence the words "I and W districts" and inserting in place thereof the following:

I, W, and MER districts.

7. By deleting in Section 12-2, entitled "Lots in Residential District Adjacent to Business or Industrial District", in the first sentence the words "I or W district" and inserting in place thereof the following:

I, W, or MER district.

8. By deleting in Section 12-2, entitled "Lots in Residential District Adjacent to Business or Industrial Districts", in the first sentence the words "I or W district" and inserting in place thereof the following:

I, W, or MER district

9. By deleting in Section 12-3, entitled "Lots in Business or Industrial Districts Adjacent to Residential District," in the first and second sentences the words "I or W district" and inserting in place thereof the following:

I, W, or MER district

10. By inserting in Section 13-1, entitled "Dimensional Regulations, in the table entitled "Table B: Dimensional Regulations": under the column headed "District" after W-2 the following:

a)

MER-2.

b) for MER, the following entries in the respectively headed columns:

Types of Use:	Any use
Lot Size:	None
Lot Width:	None
Floor Area Ratio:	2.0
Height of Buildings:	None, none
Usable Open Space:	None
Front Yard:	None
Side Yard:	(5)
Rear Yard:	12
Setback of Parapet:	$\frac{H + L'}{6}$
Rear Yard:	--

11. By deleting in Section 19-5, entitled "Side Yards in L, B, M, I and W Districts," in the title the words "I and W Districts" and in the first sentence the words "I and W districts" and inserting in place thereof respectively, the following:

I, W and MER Districts

I, W and MER districts

12. By deleting in Section 20-5, entitled "Rear Yards in L, B, M, I and W Districts," in the title the words "I and W Districts" and in the first sentence the words "I or W district" and inserting in place thereof respectively the following:

I, W and MER Districts

I, W or MER district

13. By deleting in Section 22-2, entitled "Other Districts" in the first sentence the words " I and W districts" and inserting in place thereof the following:

I, W and MER districts

14. By deleting in Section 22-2A entitled "Landscaping or Screening of Lots in M, I and W Districts that abut S, R or H Districts," in the title the words "I and W Districts" and in the first sentence the words "I or W district" and inserting in place thereof, respectively, the following:

I, W and MER Districts

I, W or MER district

Petitioner: Boston Redevelopment Authority

By: _____
Stephen Coyle, Director

Address: One City Hall Square
Boston, Massachusetts

Telephone: (617) 722-4300

Date: _____

B

Map Amendment Application No. __
Boston Redevelopment Authority
Charlestown: change W-2 areas to MER-2

TO THE ZONING COMMISSION OF THE CITY OF BOSTON

The Boston Redevelopment Authority hereby petitions to amend Map 2 - Charlestown, of the series of maps entitled "Zoning Districts - City of Boston" as established under Chapter 665 of the Acts of 1956 as amended, as follows:

By changing to MER-2 those portions of the W-2 and I-2 districts bounded as follows:

From the intersection of the Channel Line on the south side of the Mystic River and a northeasterly extension of the centerline of St. Martin Street; thence southwesterly by the extended line of St. Martin Street to Medford Street; thence southeasterly along the centerline of Medford Street to a poing 150' northwesterly of the centerline of Terminal Street; thence turning northeasterly 90° and running a distance of 250'; thence turning easterly 45° and running to the intersection of the centerline of Terminal Street; thence easterly by the centerline of Terminal Street to Chelsea Street; thence southwesterly along the centerline of Chelsea Street to the Little Mystic Channel; thence easterly along the Little Mystic Channel to the Channel Line; thence northerly and westerly by the Channel Line to the point of beginning.

Petitioner: Boston Redevelopment Authority

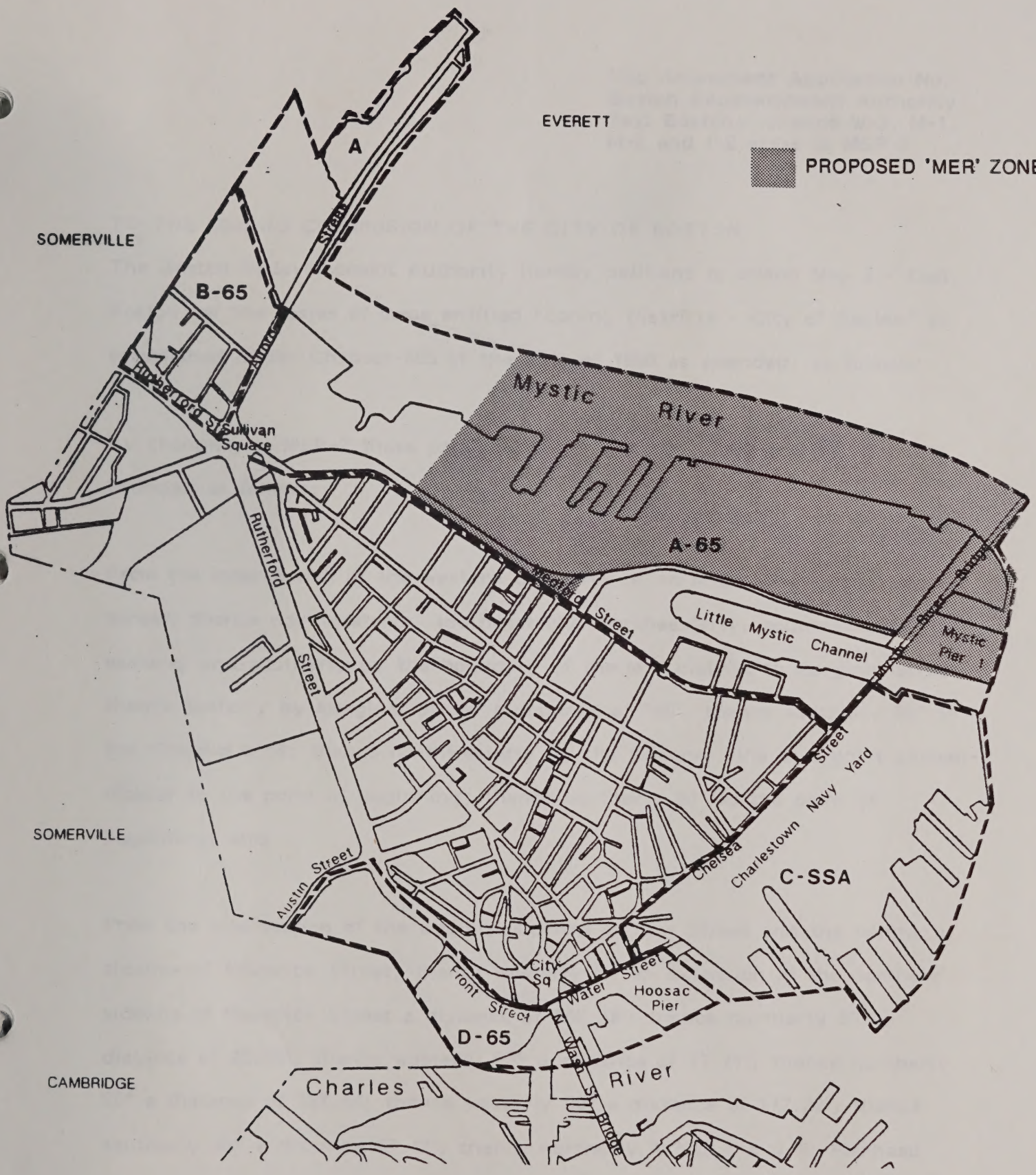
By: _____
Stephen Coyle, Director

Address: City Hall, 9th Floor
Boston, MA 02201

Telephone: 722-4300

Date: _____

HP9/CC/050588/2



Charlestown Waterfront : Subdistricts A,B,C,D

SSA SPECIAL STUDY AREA

Map Amendment Application No.
Boston Redevelopment Authority
East Boston: change W-2, M-1,
M-2 and I-2 areas to MER-2

TO THE ZONING COMMISSION OF THE CITY OF BOSTON

The Boston Redevelopment Authority hereby petitions to amend Map 3 - East Boston, of the series of maps entitled "Zoning Districts - City of Boston" as established under Chapter 665 of the Acts of 1956 as amended, as follows:

By changing to MER-2 those portions of the W-2, M-1, M-2 and I-2 districts bounded as follows:

From the intersection of the western boundary of an M-2 district and Marginal Street; thence northeasterly, southeasterly, northeasterly, southeasterly, easterly and southerly by the boundary of the M-2 district to Marginal Street; thence easterly by Marginal Street a distance of 180'; thence southerly 90° to the Channel Line; thence northwesterly by the Channel Line to a point perpendicular to the point of beginning; thence northerly 90° to the point of beginning; also

From the intersection of the western sideline of New Street and the northern sideline of Maverick Street; thence westerly by an extension of the northern sideline of Maverick Street a distance of 102.43'; thence northerly 90° a distance of 25.06'; thence westerly 90° a distance of 37.77'; thence northerly 90° a distance of 157.44; thence westerly 90° a distance of 177.22'; thence southerly 45° a distance 97.47'; thence northerly 45° to the U.S. Pierhead Line; thence southerly by the U.S. Pierhead Line a distance of 426.62'; thence easterly on a course perpendicular to New Street a distance of 383.25';

thence northerly 90° a distance of 50'; thence easterly to the western sideline of New Street; thence northerly by the Western sideline of New Street to the point of beginning; also

From a point on the centerline of Border Street at a distance of 50' north of the centerline of Eutaw Street; thence northerly by the centerline of Border Street a distance of 765.05'; thence westerly 90° to the intersection with the U.S. Pierhead Line; thence southerly by the U.S. Pierhead Line a distance of 740.61'; thence turning easterly on a course perpendicular to Border Street and running a distance of 395.91'; thence southerly 90° a distance of 20'; thence easterly to the point of beginning; also

From the intersection of the centerlines of Nay Street and Meridian Street; thence easterly by the centerline of Nay Street a distance of 590'; thence northerly 90° to the Channel Line; thence westerly by the Channel Line to the centerline of the McArdle bridge; thence southerly to the point of beginning; also

From the intersection of the center line of Condor Street and the western sideline of Putnam Street; thence northerly by an extension of the western sideline of Putnam Street to the Channel Line; thence westerly 90° for a distance of 430'; thence southerly 90° to the centerline of Condor Street; thence easterly by the centerline of Condor Street to the point of beginning.

From the intersection of Bremen and Curtis Streets; thence southwesterly by Bremen Street to the intersection of Saratoga Street; thence northwesterly to the intersection of Chelsea and East Eagle Streets; thence westerly by East Eagle Street a distance of 194'; thence northerly 90° to the U.S. Pierhead

Line; thence easterly and northeasterly by the U.S. Pierhead Line to a point 83' from the western sideline of Chelsea Street; thence southeasterly 90° to a point 150' past the centerline of Chelsea Street; thence southwesterly to the point of beginning.

Petitioner: Boston Redevelopment Authority

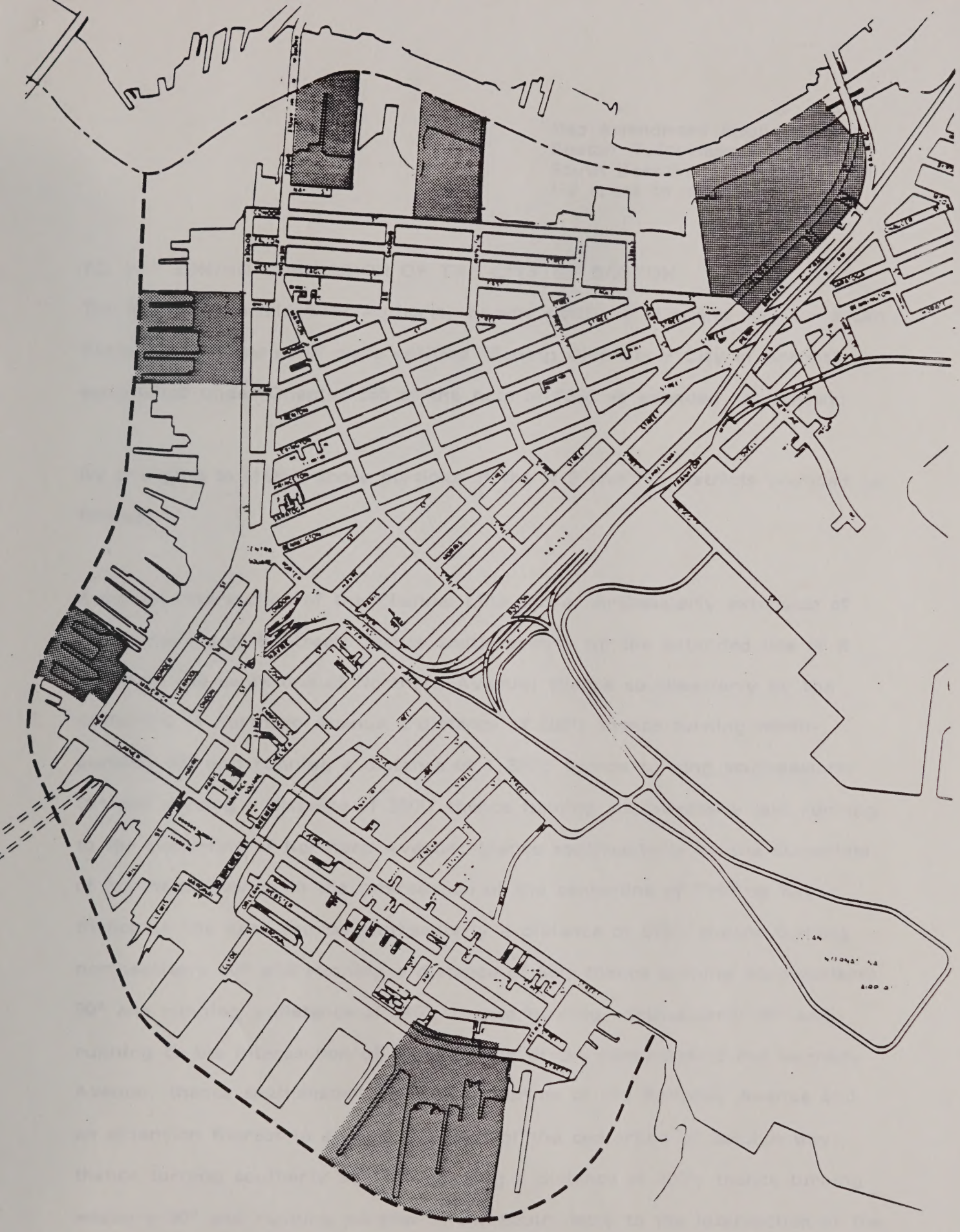
By: _____
Stephen Coyle, Director

Address: City Hall, 9th Floor
Boston, MA 02201

Telephone: 722-4300

Date: _____

HP9/CCC/050588/3



PROPOSED EAST BOSTON 'MER' ZONES

Map Amendment Application No.
Boston Redevelopment Authority
South Boston: change W-2 and
I-2 areas to MER-2

TO THE ZONING COMMISSION OF THE CITY OF BOSTON

The Boston Redevelopment Authority hereby petitions to amend Map 4 - South Boston, of the series of maps entitled "Zoning Districts - City of Boston" as established under Chapter 665 of the Acts of 1956 as amended, as follows:

By changing to MER-2 those portions of the W-2 and I-2 districts bounded as follows:

From the intersection of the Channel Line and a northeasterly extension of the centerline of B Street; thence southwesterly by the extended line of B Street to the centerline of Northern Avenue; thence southeasterly by the centerline of Northern Avenue a distance of 200'; thence turning northeasterly 90° and running a distance of 1,225'; thence turning southeasterly 90° and runnng a distance of 350'; thence turning southwesterly and running to the centerline of Northern Avenue; thence southeasterly by the centerline of Northern Avenue to the intersection of the centerline of Trilling Way; thence on the same course southeasterly a distance of 575'; thence turning northeasterly 90° and running a distance of 80'; thence turning southeasterly 90° and running a distance of 245'; thence turning northeasterly 90° and running to the intersection of an extension of the centerline of Fid Kennedy Avenue; thence southeasterly by the centerline of Fid Kennedy Avenue and an extension thereof to a point 100' east of the centerline of Dolphin Way; thence turning southerly 90° and running a distance of 300'; thence turning westerly 90° and running parallel to the South Jetty to the intersection of the

centerline of Tide Street; thence southwesterly by the centerline of Tide Street to the intersection of the centerline of Northern Avenue; thence easterly on a course parallel to the South Jetty a distance of 450'; thence southerly 90° and running to the intersection of the northern sideline of Drydock Avenue; thence turning easterly 90° and running a distance of 150'; thence turning southerly 90° and running to the centerline of Drydock Avenue; thence easterly by the centerline of Drydock Avenue for a distance of 690'; thence turning southerly 90° and running to the southern sideline of Black Falcon Avenue; thence westerly by the southern sideline of Black Falcon Avenue a distance of 1,750'; thence turning southerly 90° and running for a distance of 40'; thence turning westerly 90° and running to the intersection of the centerline of Summer Street; thence southeasterly and southerly by the centerline of Summer Street to the intersection of East First Street; thence easterly by the centerline of East First Street to Shore Road; thence easterly by the centerline of Shore Road to William J. Day Boulevard; thence easterly by the centerline of William J. Day Boulevard to the end thereof; thence turning northeasterly 45° and running to the intersection of the Channel Line; thence northwesterly by the Channel Line to the point of beginning.

Petitioner: Boston Redevelopment Authority

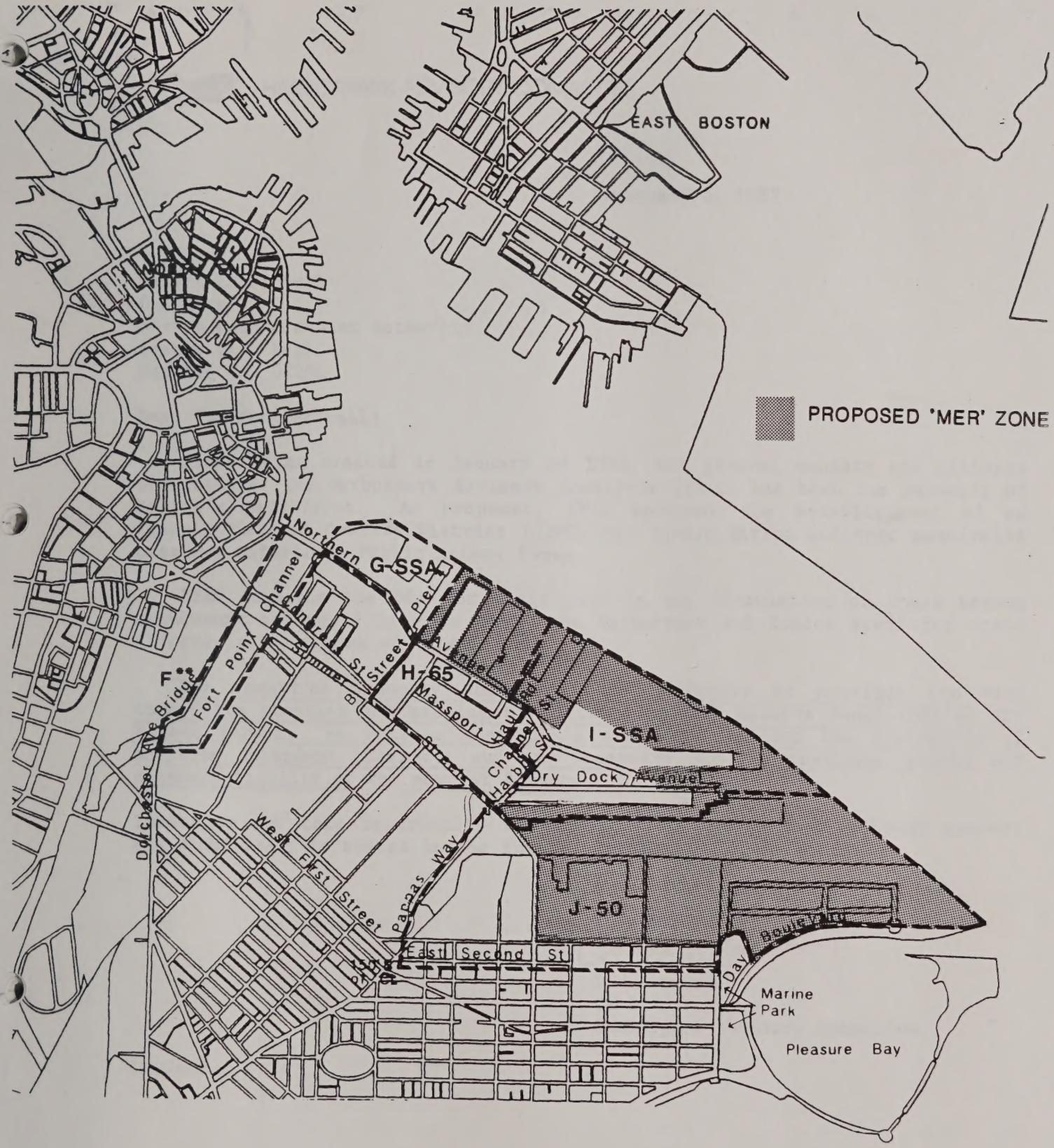
By: _____
Stephen Coyle, Director

Address: City Hall, 9th Floor
Boston, MA 02201

Telephone: 722-4300

Date: _____

HP9/C/050588/2



South Boston Piers : Subdistricts F,G,H,I,J

SSA SPECIAL STUDY AREA

****** NO STRUCTURES WITHIN 35' SETBACK ALONG CHANNEL

HARBORPARK ADVISORY COMMITTEE

February 5, 1987

Robert L. Farrell
Chairman
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

Dear Chairman Farrell:

Since being created in January of 1985, the general mandate and ultimate objective of the Harborpark Advisory Committee (HPAC) has been the rezoning of Boston's waterfront. As proposed, HPAC endorses the establishment of an Interim Planning Overlay District (IPOD) for Boston Harbor and text amendments creating waterfront Public Access Zones.

HPAC commends the BRA for their work in the formulation of these zoning amendments and would like to thank the Harborpark and Zoning staff for their efforts in the course of this review.

The committee strongly encourages the Authority to continue its work toward the creation and mapping of Maritime Economy Reserve Zones (MER's) for Boston Harbor. We believe that MER's are essential for the protection of maritime dependent interests and are necessary for the continued growth and economic vitality of the port of Boston.

Thank you for this opportunity to comment. We look forward to your support and stand ready to assist in the future planning of Boston Harbor.

Sincerely,

L.M. Downey
Chair
Harborpark Advisory Committee

LMD/sef

PLEASE NOTE
PAGE 2 - "MER"

September 23, 1986

City of Boston
The Environment
Department

Boston City Hall/Room 805
Boston, Massachusetts 02201
617/725-4416 or 725-3850

Mr. Robert L. Farrell, Chairman
Boston Redevelopment Authority
9th floor, City Hall
Boston, MA 02201

Dear Mr. Chairman:

Since being created in January of 1985, the general mandate and ultimate objective of the Harborpark Advisory Committee (HPAC) has been the rezoning of Boston's Waterfront. HPAC endorses the establishment of an Interim Planning Overlay District for Boston Harbor and feels that the concept has been long over due. We wish again to commend the BRA and Harborpark staff for their work in proposing zoning amendments needed to preserve the historic, economic, and recreational nature of Boston Harbor.

After months of deliberations on the Harborpark IPOD and text amendments, the Committee is happy to report that we feel that some progress has been made but that there remain considerable differences between HPAC's position and proposed staff recommendations.

IPOD (HPI/J/090286)

Sec. 27C
HPAC applauds the BRA staff for their recommendations on interim height limits throughout the Harborpark IPOD. The Committee finds that these standards are consistent with Harborpark goals for the described geographic locations. On the other hand, the proposed physical boundaries for the 4 planning areas continue to be a matter of disagreement.

The Committee reiterates its recommendation that the IPOD physical boundaries be extended to Summer Street in South Boston and to the Charles River Dam and Museum of Science Bridge in Charlestown. Attached please find text of the described boundaries.

HPAC is satisfied that Boston Marine Industrial Park and the Fan Pier Development warrant special consideration for zoning review and therefore concurs with these exclusions from the Harborpark IPOD interim permit process . These two areas have undergone extensive planning review and it is the concern of the Committee that they be incorporated into the overall IPOD planning process. E.D.I.C.'s voluntary inclusion of their waterfront property in the MER satisfies much of what the Committee sought to accomplish in this area. MPDA designation of the Fan Pier Development will subject this area to a separate land use review unto itself. The Committee is not convinced however that there is sufficient reason for the exclusion of East Boston and all but 35' of Waterfront in the Fort Point Channel.

The 1984 BRA Harborpark Frame Work for Planning Discussion includes both East Boston and a substantial portion of the Fort Point Channel under proposed consideration for rezoning by HPAC. This same document describes as a major responsibility of the Advsory Committee "to review and make recommendations concerning the rezoning of the Harbor's edge, running from Chelsea Creek in the north to Neponset in the south". It is our opinion that these proposed exclusions will result in fragmentation and a dual planning process for one entity (Boston Harbor).This could signal an inconsistent approach to the planning policy for the city's greatest natural resource. We contend that Boston Harbor should be rezoned in a cohesive and comprehensive manner consistent with the original Harborpark planning documents.

Maritime Economy Reserve (LU6/A/082686)

Article 29

The Harborpark Advisory Committee supports the addition of proposed text amendment Article 29 (MER) to the Boston Zoning Code. We would like especially to commend the BRA for the language as it appears in Section 3 of this Article as it accurately reflects the intent of the Committee with respect to our position and interpretation of maritime industial or dependent use. Preservation of Maritime Industrial Uses in Boston Harbor is vital to Boston and the New England Regional Economy. If mapped correctly, MER will go far to insure appropriate waterfront zoning for marine related, water dependent uses. HPAC, therefore, recomends that the Board approve this amendment and simultaneously map as MERs all of those properties which satisfy Section 3 (Maritime economy characteristics) of the proposed article. Attached you will find a list of those areas which we consider appropriate for immediate mapping.

Waterfront Access Zone (LU5/B/090286)

Article 30

Under the Harborpark Interim Design standards for the Inner Harbor, developers are required to provide continuous public walkways and open space systems when building on the waterfront. HPAC endorses the proposed Article 30 "waterfront access zones" as a major step toward insuring that developers comply with Harborpark objectives. HPAC recommends the following changes:

1. That Article 30 be referred to as The Waterfront Public Access Zone:

   It is the position of the Committee that waterfront access zones remain public open spaces 24 hours a day. Reinforcement of these legal rights through the Ch. 91 process may best be served through the use of the term "public "

2. That Section 8A be rewritten as follows: " Provide for 24 hour public access to and along the water's edge through any parcels seaward of the last public way except as provided in Section 5A. "

Waterfront Height Restrictions (LU3/F/090586)

Article 31

HPAC is in general agreement with the provisions of Article 31, but requests that Waterfront height restrictions of 55' within 100' of the water's edge be made to include mechanical equipment. During the HPAC public hearing process this summer, it was made very clear to members of the Committee that waterfront neighborhoods consider 55' as an upper threshold. In fact many communities including the North End felt that the threshold was too high. HVAC equipment above this limit no matter how elaborately or attractively concealed, is not appropriate.

Finally, we recommend that BRA staff be directed to work with appropriate City agencies to implement a comprehensive IPOD permitting process. To our knowledge, the IPOD which was created for Port Norfolk has resulted in very few significant changes in the manner in which development, construction and rehabilitation has been viewed by the City and the Board of Appeal. Procedural mechanisms for IPOD permitting need to be fully established in order to guarantee compliance by developers and sufficient review by the City.

Sincerely,

L.M. Downey

L.M. Downey
Chair, Harborpark Advisory Committee

LMD/JM/sef

cc: Mayor Raymond L. Flynn
Stephen Coyle

Attachments (3)

PROPOSED M.E.R. ZONE LOCATIONS

All Land Under Water Contiguous to MER Zones

Charlestown

Amstar Sugar
Revere Sugar
Atlantic Cement
Schiavone Scrap Terminal
Moran Container Terminal
U.S. Gypsum
Mystic Piers 48-50
Mytic Pier 1

Downtown

U.S. Coast Guard Base
Rowes Wharf Commercial Ferry Terminal
Long Wharf Apron

South Boston

Sealand Terminal
Conley Terminal
Texaco Terminal
MBTA Power Station
Boston Edison
Commonwealth Pier Apron
Boston Army Base/Harbor Gateway Terminal
Boston Marine Industrial Park (Partial)
Massport Marine Terminal
General Ship Corp. (DD#4)
Pier 7
Fish Pier

East Boston

Mobil Oil Terminal
Amerada Hes Oil Terminal
Perini Dock
Ellis Wharf
Ganter Boatyard
Bangs Boatyard
General Ship Corp.
Boston Fuel & Trans. Piers
Boston Towboat
MPA Pier 1-5
MPA Boston Shipyard
Amerada (Hes) Oil Terminal

BSA

The BOSTON SHIPPING ASSOCIATION, Inc.

223 Lewis Wharf, Boston, Mass. 02110
Telephone (617) 523-3762

ARTHUR LANE, *President*
WILLIAM P. HOROHOE, *Vice President*
ARNOLD ITZ, *Treasurer*
JOHN S. POWELL, *Secretary & Assistant Treasurer*

ROBERT M. CALDER, *Executive Director*

August 10, 1987

Robert Farrell, Chairman
Boston Redevelopment Authority
One City Hall Square
City Hall
Boston, MA 02201

Re: Maritime Economy Reserve Zones;
Proposed Amendment to Boston Zoning Code

Dear Sir:

On behalf of the Boston Shipping Association we are writing to express support for the proposed text and map whereby Maritime Economy Reserve Zones would be added to the Boston Zoning Code.

The concept of Maritime Economy Reserve Zones has become increasingly necessary as landside non-maritime development competes with the maritime industries for those few deep water sites where shipping can be located. The retention and development of these, and other, sites is essential to the Port of Boston. The Port of Boston can have a bright future and can continue to provide to the City not only jobs but the advantages of international trade. That the Port has this capacity is well evidenced by the growth of trade in the Port over the last few years. For example, in 1986 the Port handled 25.9 million tons of cargo and experienced an 8% increase in general cargo using the Port. Port-related industries last year generated $211 million in revenue and 3,650 jobs. However, if the deep water berths are not protected for the use of the shipping industry, these opportunities will be lost to the community.

The establishment of the Maritime Economy Reserve Zones is an important first step in the revitalization of the Port and the further development of the Port for the benefit of the community which it serves. The proposed text will be an improvement upon the current zoning in that it removes the

conditional uses which have diluted the original conception of waterfront zoning. The locations now proposed for inclusion in the MER Zones are only the current core of the Port. The later designation of other sites under the procedure proposed in the textual amendment will be necessary in the future. However, while the list of sites could, and should, be more extensive and while there are other locations in the Port which are equally appropriate for inclusion in MER Zones, we welcome the proposal now before you and urge your approval of it.

Very truly yours,

Arthur Lane

Arthur Lane, President

AL/el

Mass, Comm of / Massport

MASSPORT, TEN PARK PLAZA, BOSTON, MA 02116-3971, (617) 973-5500 TELEX 94-0365

massport

October 9, 1987

Mr. Robert L. Farrell, Chairman
Boston Redevelopment Authority
Boston City Hall
Boston, Mass 02201

Dear Mr. Farrell:

I am writing to respond to the concerns expressed by the BRA Board about Massport's support for the MER proposal developed by BRA staff and the Harborpark and Fort Point Channel committees. As BRA staff work and committee review suggests, any strategy to protect the jobs and benefits of Boston's seaport has to consider the port as a working whole rather than scattered individual parcels. We share the City's concern that working waterfront areas not be converted to other uses and we remain dedicated to the preservation and development of maritime jobs and industry.

We agree with the City's view that the preservation and health of Boston's seaport requires the economic availability of sufficient waterfront properties and backlands for maritime uses. We also agree that the effort to preserve the waterfront must be a cooperative rather than regulatory activity between government entities because the Enabling Act exempts Massport from municipal zoning. Given the spirit of cooperation that has been emphasized by advisory committee chairs and BRA Director Coyle, I assume that this is not an issue.

For over two years, Massport staff have been working with the Harborpark and Fort Point Channel advisory committees on ways to protect Boston's working waterfront. Under the able leadership of Lorraine Downey and Larry Dwyer -- and with strong staff support from the BRA -- these two committees have developed the concept of Marine Economy Reserve Zones (MERs) and agreed on their definition and recommended locations.

Massport has consistently and publicly expressed its support of the MER concept in writing to BRA staff, at your Board meeting, and through its representatives on City-sponsored committees. We strongly support the MER concept presented to your Board by the two committees and BRA staff on August 27, 1987.

Effective preservation of waterfront areas for maritime activity has to be based on financial realities. We are all painfully aware that industrial waterfront uses have been unable to compete economically with commercial development for a number of years. To preserve the

87101A-010

port from that threat, Massport has successfully intervened to keep such critical sites as the East Boston Shipyard, the Boston Fish Pier, and Revere Sugar in maritime use with the aid of limited cross-subsidization from other uses. Although pleased with the success of our policy, we hope that the adoption of MER zones will ease the need to utilize this technique in the future.

Our Enabling Act directs us to maintain specific Boston seaport facilities and to foster maritime activity. We believe that the heartening revival of the Port of Boston is in large measure due to Massport's sustained investment in the waterfront. Considering its magnitude and extent I am surprised that anyone could doubt the permanence of our commitment to the future of Boston's seaport and its jobs. Since 1976, Massport has made substantial investments in maritime related facilities:

Charlestown:

1976	Little Mystic Channel Crossing EIR, Bridge	$ 327,000
FY 79-87	Moran Terminal capital improvements	$ 5,853,000
FY 79-87	Repair Mystic Pier Foundations	$ 6,200,000
FY 79-87	Maintenance and repair of Moran Facilities	$ 4,277,000
FY 79-87	Repairs to Piers 48,49,50 and Mystic Pier	$ 914,000
1986-1987	Strategic Plan for Seaport	$ 450,000
FY 1987	Purchase and improvements to Revere Sugar	$ 6,080,000
FY 88-89	Improvements to Schiavone/Moran site	$12,178,000
FY 88-89	Wharf rehabilitation	$ 3,175,000
FY 88-89	Equipment Rehab	$ 1,265,000

South Boston:

FY 79-87	Conley Terminal improvements	$ 24,996,000
FY 80-81	Purchase E. First Street loading rights	$ 600,000
FY 80-87	Massport Marine Terminal (MMT) at EDIC	$ 22,902,000
FY 80-86	Black Falcon Cruise Terminal	$ 6,267,000
FY 79-87	Commonwealth Pier repairs and improvements	$ 8,463,000
FY 79-87	Fish Pier and Facilities maintenance	$ 10,824,000
FY 80-87	Fish Pier Renovations	$ 27,000,000
FY 81-87	Northern Avenue reconstruction	$ 5,061,000
FY 81-87	New Northern Avenue sewer, pumping station	$ 4,637,000
FY 87-89	Develop backlands of MMT Berths 11/12	$ 6,600,000
FY 88-89	Army Base Fire Protection upgrade	$ 4,000,000
FY 88-89	Army Base rehab freight elevators	$ 1,338,000

East Boston:

	1985	Logan ferry dock	$ 2,500,000
FY	1987	Purchase of E. Boston shipyard and cleanup	$ 11,310,000
FY	87-89	Lobster Terminal and Park construction	$ 5,000,000

Direct Subsidies:

FY	78-87	Operating deficit of Port Properties	$ 38,579,000
FY	85-87	Operating deficit of water shutlle, approx	$ 2,500,000

Massport's capital investments are only now beginning to reduce the Port subsidy. In addition, Massport pays $ 360,000 annually to EDIC for the lease of the Massport Marine Terminal and shares the cost of operating the water shuttle with the Beacon companies.

By the end of the 1979-1989 decade Massport will have invested over $220 million in waterfront facilities. The seaport and waterfront activities supported by Massport transfer over 1 million tons of cargo per year, generate over 1,600 jobs per year and contribute approximately $ 1.6 billion/year to the Boston area's economy. We feel that our continuing investment and support, larger by far than that of any other public or private entity working in the Harbor, is in large part responsible for the steady revitalization of this seaport.

I hope this allays any concerns about the seriousness of Massport's commitment to maritime and related industrial use of the waterfront and our support for MER zones. I am delighted that the City is recognizing the importance of this cause and is joining Massport in protecting the future of Boston's maritime industry. I look forward to extending the cooperative efforts started in the Harborpark and Fort Point Channel advisory committees to preserve Boston's working waterfront into other areas of mutual concern. If a meeting of staff and/or boards of both Authorities would further these goals, please let me know.

Very Truly Yours,

David W. Davis
Executive Director
Massachusetts Port Authority

4029R cc: R. Giesser, F.P. Salvucci, A. Raine
R. Flynn, L. Downey, L. Dwyer, S. Coyle

EDIC/Boston
Economic Development and Industrial Corporation of Boston
38 Chauncy St./9th Floor/Boston, MA 02111/617 725-3342

Marilyn Swartz Lloyd
Director

HAND DELIVER

August 11, 1987

Lawrence Dwyer, Chairman
Ft. Point Channel Citizens Advisory Committee
c/o Community Schools
26 West Street
Boston, MA 02111

Dear Larry:

EDIC would like to reiterate its support for the Maritime Economy Reserve (MER) zone in general and at the Boston Marine Industrial Park (BMIP) in particular. We have expressed our support for the MER zone in the past (see attached letter of October 3, 1986 to Robert Farrell) and will continue to do so provided that it reflects the originally agreed upon boundaries (see attached map).

EDIC is looking forward to working with you and your committee as you evaluate development pressures in the Ft. Point Channel/South Boston Area.

Sincerely,

Marilyn Swartz Lloyd
Director

MSL/ags
cc: Robert Farrell, Chairman BRA
enclosures

DWYER/PLD080687

EDIC/Boston
Economic Development and Industrial Corporation of Boston
38 Chauncy St./9th Floor/Boston, MA 02111/617 725-3342

Marilyn Swartz Lloyd
Director

Rosemarie Sansone
Chair

October 3, 1986

Mr. Robert Farrell, Chairman
Board of Directors
Boston Redevelopment Authority
Boston City Hall
Boston, MA

Dear Mr. Farrell:

EDIC would like to express its support for the proposed set of Harbor Zoning Amendments brought before the BRA Board on September 25 and to thank John Leigh and members of the Harborpark Advisory Committee for their diligence in consulting with us on these issues.

EDIC supports the Waterfront Height Proposal because we think industry at the BMIP can live comfortably within its limits, and, if an exception were to arise, we believe the appropriate appeal process could fairly address it.

EDIC supports the Waterfront Access Plan concept because we recognize the importance of facilitating public access to the working waterfront. Accordingly, we have already developed and begun implementing our own plan for public access at the BMIP, called "Harborwalk at the BMIP."

EDIC supports the concept of a Maritime Economy Reserve (MER) zone in general, and at the BMIP in particular provided that it reflects the boundaries discussed with the Harborpark staff (see attached illustration).

The MER zone would be an improvement on the W-2 zoning to which the BMIP is already subject, and it is consistent with the waterfront industrial uses which EDIC continues to attract and accommodate along the perimeter of the BMIP.

Finally, EDIC supports (and has from the start argued for), the BMIP's exemption from the proposed IPOD permitting process. In light of the Economic Development Plan adopted for the BMIP, the waterfront industrial zoning to which the Park is already subject and the general EDIC mandate to promote industrial development, the inclusion of the BMIP in the IPOD permitting process would inject undue redundancy and delay into what is already a careful review process.

Ironically, if the BMIP were made subject to the IPOD permitting process, then even the waterfront industrial uses that currently enjoy the BMIP as a haven could not locate there by right, but would instead be subject to review and approval by the BRA whose development mandate is much broader than EDIC's and which is therefore less specifically attuned to the needs of maritime industry.

As a major player in the redevelopment of the South Boston waterfront and as the City's spokesman for industry, EDIC will continue to work closely with other advocates of a harbor that is "clean, accessible and alive." By recognizing the unique purpose of industrial development to which the BMIP is devoted, the proposed zoning amendments will ensure EDIC's ability to do so.

Thank you for your consideration.

Very truly yours,

Marilyn Swartz Lloyd

Marilyn Swartz Lloyd
Director

MSL/ps

cc: Steven Coyle
John Leigh
Lorraine Downey

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

October 28, 1987

Dear Property Owner,

In an effort to update the Boston Zoning Code, which is more than 20 years old, Boston Redevelopment Authority (BRA) staff have been working with the Harborpark Advisory Committee* and various neighborhood groups over the past year to develop a new zoning district that reserves land around Boston Harbor for maritime industry. The zoning district is called MER (Maritime Economy Reserve), and it allows numerous maritime industrial and commercial uses. (See attachment A). It would replace the Waterfront Industrial (W-2), General Industrial (I-2) and Restricted Manufacturing (M-2) that your property may be zoned presently.

Under the proposed zoning, if any of the uses existing on your site do not conform to the uses permitted in the MER, the non-conforming uses would be "grandfathered in"; in other words, they would be allowed to continue but would be somewhat limited in terms of future expansion on that site.

Since your property is presently identified for possible rezoning to MER, (attachment B), this letter is being sent to solicit your comments and to help answer any questions or resolve any concerns you might have. Please contact Gary Brown at 722-4300, Extension 405, before November 13th, so that any concerns might be discussed and recorded, prior to our moving forward with a final proposal. The rezoning process also involves public hearings before the BRA Board and Zoning Commission, of which you will be informed and which will provide further opportunities for your input.

---

* The Harborpark Advisory Committee is a 15 member board appointed by the Mayor in 1984 to provide advice on waterfront development. It consists of 15 members, 5 representing shipping and waterfront interests, 5 representing City and State agencies and 5 representing the neighborhoods around Boston Harbor.

Boston Redevelopment Authority is an Equal Opportunity/Affirmative Action Employer • Equal Housing Opportunity

On November 17, 1987, at a meeting of the Harborpark Advisory Committee, the MER proposal will be discussed in an open forum. You are invited to attend. The meeting will take place from 4:00 to 6:00 P.M. in the BRA Board Room, on the ninth floor at City Hall.

Thank you for your attention to this notice.

Sincerely,

L Bourque

Linda S. Bourque
Assistant Director for
Neighborhood Planning and Zoning

Attachment A

MARITIME ECONOMY RESERVE (MER)

USES ALLOWED

- MARINE TERMINALS AND RELATED STRUCTURES FOR THE TRANSFER BETWEEN SHIP AND SHORE OF PASSENGERS AND GOODS TRANSPORTED IN WATERBORNE COMMERCE.
- FACILITIES ASSOCIATED WITH MARINE TERMINALS FOR THE STORAGE OF GOODS TRANSPORTED IN WATERBORNE COMMERCE.
- MANUFACTURING FACILITIES RELYING ON THE BULK RECEIPT OR SHIPMENT OF GOODS BY WATERBORNE COMMERCE.
- WHARVES, PIERS, DOCKS, PROCESSING AND STORAGE FACILITIES FOR THE COMMERCIAL FISHING INDUSTRY.
- DRY DOCKS AND OTHER FACILITIES RELATED TO THE CONSTRUCTION, SERVING, STORAGE, MAINTENANCE OR REPAIR OF VESSELS AND OTHER MARINE STRUCTURES.
- OTHER DOCKS, WHARVES, BERTHS, DOLPHINS, OR MOORING FACILITIES FOR TOW BOATS, BARGES, DREDGES, FERRIES, COMMUTER BOATS, WATER BUSES, WATER TAXIS OR OTHER VESSELS ENGAGED IN WATERBORNE COMMERCE, PORT OPERATIONS, OR MARINE CONSTRUCTION.

LIST OF OWNERS OF PROPERTY IN THE PROPOSED 'MER' ZONE

The following owners of record for parcels in the proposed MER zone were notified of the Authority's intentions via certified mail, Return Receipt Requested on October 30, 1987, and were sent a meeting correction notice in the same manner on November 9, 1987.

Charlestown

Atlantic Cement Co. Inc.
285 Medford St.
Charlestown, MA 02129

American Sugar Co.
425 Medford St.
Charlestown, MA 02129

Boston and Maine R. R. Corp.
c/o E.E. Le Blanc Tax Comm.
Iron Horse Park
N. Billerica, MA 01862

Catalano Bros Inc.
333 Terminal st.
Charlestown, MA 02129

Charlestown Commerce Center
c/o McNeil and Associates
Box 407-1
Westwood, MA 02090

Somerville Lumber
779 McGrath Highway
Winter Hill, MA 02145

U.S. Gypsum
101 S. Walker Drive
Chicago Ill. 60606

Mass Port Authority
State Transportation Building
10 Park Plaza
Boston, MA 02116

South Boston

Boston Edison Co.
776 Summer St.
Boston, MA 02210

Commonwealth of Mass
c/o Mr. Thomas Piper
Office of Real Propoerty
DCPO
1 Ashburton, Place
Boston, MA 02108

EDIC
38 Chauncy St.
Boston, MA 02210

Ingredient Technology Corp.
920 First St.
Sq. Boston, MA 02210

City of Boston

Texaco Refining and Marketing Inc.
900 E. First St.
So. Boston, MA 02210

General Services Administration
U.S. Goverment
Real Estate Division

MBTA
10 Park Plaza
Boston, MA 02116

Mass Port Authority
State Transportation Building
10 Park Plaza
Boston, MA 02116

East Boston

Bay State Dredge and Construction Co.
73 Mt. Wayte Ave.
Framingham, MA 02128

Boston Fuel Transportation
36 New St.
East Boston, MA 02128

Boston Tow Boat Co.
404 Border st.
East Boston, MA 02128

Ganter Wendy J Trusts
479 Meridian St.
East Boston, MA 02128

Genesis Ship Corp.
336 Border St.
East Boston, MA 02128

Mobil Oil Corp.
445 Chelsea St.
East Boston, MA 02128

Mass Port Authority
State Transportation Building
10 Park Plaza
Boston, MA 02116

State Fuel Co. Inc.
1 Hess Place
Woodbridge, N. J. 07095

McNeil & Associates, Inc.

P.O. BOX 407-1, 420 PROVIDENCE HIGHWAY, WESTWOOD, MA. 02090
326-5800

November 13, 1987

Mr. Gary Brown
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Re: Maritime Economy Reserve
Charlestown Commerce Center

Dear Mr. Brown:

I would like to thank you for your help to date and for this opportunity to express our concerns regarding the proposed Maritime Economy Reserve zoning district. We understand the need to reserve land around the harbor for maritime industry use and believe that Charlestown Commerce Center can make a contribution toward the new zone in the form of the land and dock areas seaward of our buildings. However, we respectfully request that the two eight-story buildings be excluded from the zone.

The buildings on our site were derelict warehouse buildings when we purchased and rehabilitated the structures. We have provided jobs for the city by retaining businesses which were being forced out of Boston due to renovation of North Station, Fort Point Channel, South Station, etc. Working hand in hand with EDIC, the buildings are now fully occupied and are no longer a blight on the neighborhood.

The proposed zoning amendment would cause a severe hardship for any eight-story elevatored building located in the zone because it would eliminate the vast majority of wholesale, jobbing or distribution type tenants most likely to occupy this type of space. In our opinion, there are few, if any, modern day marine related businesses who would have a need for upper level warehouse space.

There have been notable exceptions made for multi-tenanted buildings, to the point that we are the only building of this nature included in the zone. The other buildings are single user owner occupied in nature. Our building was not designed or constructed to be useful or attractive to a modern day marine user. It is unreasonable to legislate and restrict us to this use after the fact.

We would request you consider the following:

(1) Remove our structures from the zone and amend the line to include the seaward land and pier areas only;

(2) include a variance/special exception procedure in the by-law.

Thank you again for this opportunity. I appreciate the consideration you will give to this request.

Very truly yours,

PET/gv

Paul E. Tryder
Executive Vice President

WHITNEY

BOSTON FUEL TRANSPORTATION

December 31, 1987

Mr. Stephen Coyle
Director
Boston Redevelopment Agency
One City Hall Square
Boston, Ma. 02201

Re: MER - Maritime Economy Reserve Zone

Dear Mr. Coyle:

Please consider this letter the filing of an **objection** to the proposed Maritime Economy Reserve (MER) Zone proposed by the Boston Redevelopment Authority to be adopted by the Boston City Zoning Commission, as described in your letter dated October 28, 1987, a copy of which I enclose.

First, as President of Boston Fuel Transportation (hereinafter BFT), I must register our objection to this proposed plan. The reasons for this objection is that adoption of the MER by the City of Boston would work an undue hardship on and unfairly deprive a company such as BFT of its property value without due process of law. If the MER concept is adopted by the City of Boston, it will mean that the property BFT presently owns at 36 New Street and 404 Border Street, East Boston, MA, will be permitted to engage only in uses included under the MER. Unfortunately, if the maritime industry should continue its decline in the years to come and BFT, despite its best efforts, is required to sell or liquidate its assets, the land owned by BFT in the MER zone will then have lost a substantial portion of its fair market value, due to the proposed limited use restrictions.

Second, over the years BFT has been a responsible corporate citizen, purchasing property and vessels without subsidies or any benefits from federal, state, or local governments. Moreover, BFT has paid fair market value for everything it has acquired, incurring all the financing and other carrying costs, including taxes, associated with those transactions. One of our serious concerns in this regard, is the present situation involving the former Boston Shipyard property which was acquired at fair market value by MASSPORT and is now being leased by MASSPORT to various firms that are engaged in the maritime industry. Our understanding, based on information that we have acquired, is that many of these leases are well below market value and bear little relationship to the purchase price of the property. That causes a very substantial cost differential for entities operating at other locations that are not being subsidized by the deep pocket of MASSPORT. In other words, the competitive playing field is not level.

36 NEW STREET / EAST BOSTON, MASSACHUSETTS 02128 (617) 567-9100
TELEX 497-4146 / Answerback TUGBOATSBOSTON / FAX 617-567-2583

880-04-005

It is therefore our strong opinion that to pick only a few areas along the waterfront and subject them to MER zoning while other adjacent, contiguous areas are not subject to the MER zone, will impose an undue hardship to our company. If the MER zone concept is adopted, the fair market value of all property so designated will be depressed in comparison with immediately adjacent property which has not been included with the MER concept.

In view of the foregoing, it is our strong feeling that the BRA should not support the MER zone concept.

We would be happy to meet with members of the BRA or the City of Boston and further explain our position. However, in the meantime, it would seem appropriate to solicit the views of the other property owners who own property in the proposed MER zone.

We would be happy to answer any further questions that the BRA has and we would appreciate consideration by the BRA of our view.

Sincerely,
Boston Fuel Transportation

Vincent D. Tibbetts Jr.

Vincent D. Tibbetts, Jr.
President

Enclosure:

General Ship Corporation

400 BORDER STREET
EAST BOSTON, MASSACHUSETTS 02128
TELEPHONE 617-569-4200

January 18, 1988

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Attention: Mr. Gary Brown

Ref. (1): Telecon of 11 November 1987

Ref. (2): Memo from A.L. Olson to BRA dated 18 November 1987

Dear Sir:

General Ship is concerned that the MER allows no conditional uses. For example a strict interpretation of the MER wording would not allow berthing facilities for ship crews, which is similar to dormitory housing, and essential to a repair shipyard engaged in the repair of U.S. Navy Vessels.

Further, General Ship is presently conducting a successful ship repair operation using our East Boston yard as an outfitting facility and our South Boston facility for dry docking. However, the route of the 3rd harbor tunnel adjacent to our South Boston drydock has resulted in several plans that involve relocation of part or all of our operation on a temporary or permanent basis so that the tunnel will not put us out of business. It is, therefore, our concern that the MER will limit General Ship's flexibility for alternative use of our existing facilities should we have to relocate operations for the tunnel. It should be noted that relocation of General Ship from its present sites would result in occupation of an equivalent or larger parcel elsewhere in the harbor.

Your consideration of these concerns is appreciated.

Sincerely,

GENERAL SHIP CORPORATION

A. Leonard Olson

A. Leonard Olson
Dockmaster

ALO:jr

Attachment A

MARITIME ECONOMY RESERVE (MER)

USES ALLOWED

- MARINE TERMINALS AND RELATED STRUCTURES FOR THE TRANSFER BETWEEN SHIP AND SHORE OF PASSENGERS AND GOODS TRANSPORTED IN WATERBORNE COMMERCE.
- FACILITIES ASSOCIATED WITH MARINE TERMINALS FOR THE STORAGE OF GOODS TRANSPORTED IN WATERBORNE COMMERCE.
- MANUFACTURING FACILITIES RELYING ON THE BULK RECEIPT OR SHIPMENT OF GOODS BY WATERBORNE COMMERCE.
- WHARVES, PIERS, DOCKS, PROCESSING AND STORAGE FACILITIES FOR THE COMMERCIAL FISHING INDUSTRY.
- DRY DOCKS AND OTHER FACILITIES RELATED TO THE CONSTRUCTION, SERVING, STORAGE, MAINTENANCE OR REPAIR OF VESSELS AND OTHER MARINE STRUCTURES.
- OTHER DOCKS, WHARVES, BERTHS, DOLPHINS, OR MOORING FACILITIES FOR TOW BOATS, BARGES, DREDGES, FERRIES, COMMUTER BOATS, WATER BUSES, WATER TAXIS OR OTHER VESSELS ENGAGED IN WATERBORNE COMMERCE, PORT OPERATIONS, OR MARINE CONSTRUCTION.

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

MEETING SCHEDULED TO DISCUSS PROPOSED SOUTH BOSTON WATERFRONT ZONING MODIFICATION.

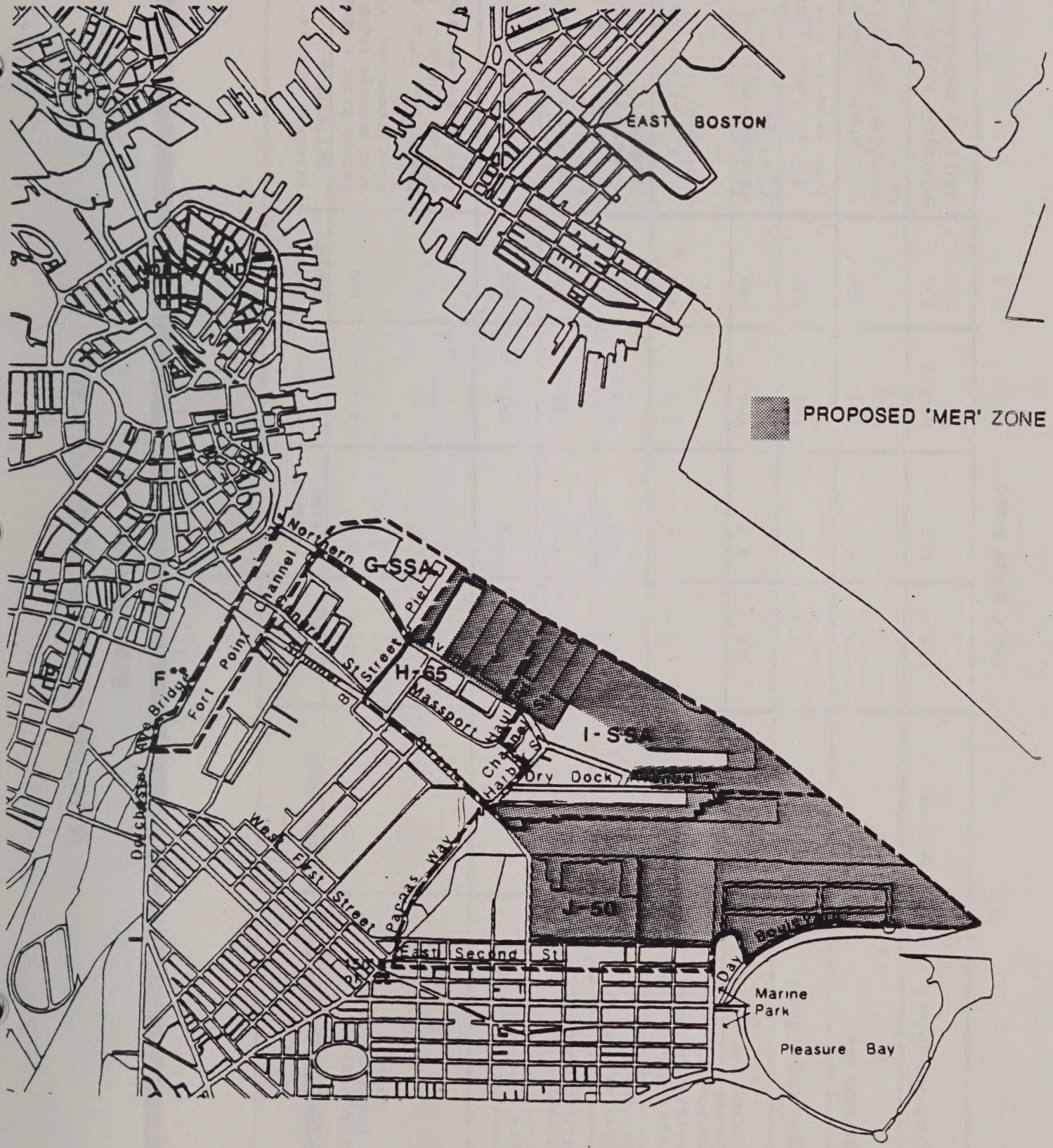
The Boston Redevelopment Authority, working with the Harborpark Advisory Committee, has scheduled a community meeting to solicit the comments of neighborhood residents and property owners regarding the establishment of a proposed Maritime Economy Reserve (MER) zone along certain portions of South Boston's industrial waterfront. This public meeting has been scheduled for Wednesday January 27, 1988, 7:00pm at the Tynan Community School. The Boston Redevelopment Authority invites all interested parties to attend this important meeting. The proposal has been previously presented to the Fort Point Channel Citizen Advisory Committee and has received their support. If you have any questions please contact Gary R. Brown at 722-4300 ext. 405.

Boston Redevelopment Authority is an Equal Opportunity/Affirmative Action Employer · Equal Housing Opportunity

MARITIME ECONOMY RESERVE ZONE

The establishment of this special zoning district would set aside and preserve specific sites along the waterfront that could only be used for maritime-industrial and associated water-dependent uses. The current zoning for maritime dependent uses (W-2 Waterfront Industrial), allows numerous by-right and conditional uses, which have led to land use conflicts, speculation, and encroachment upon these important maritime industrial areas.

The proposed MER Zone has the following specific objectives: to preserve for maritime-industrial use, and particularly for the ocean borne carriage of goods and passengers, adequate piers, wharves and land necessary for vessels and their support facilities in Boston Harbor; to maintain, foster, and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston; to designate sites for maritime-dependent industrial uses along the waterfront consistent with applicable State policy and the unique needs of the maritime industry; to promote land development that will protect the public health and general welfare; and to maintain a safe and healthy enviroment.



South Boston Piers : Subdistricts F,G,H,I,J

SSA SPECIAL STUDY AREA

** NO STRUCTURES WITHIN 35' SETBACK ALONG CHANNEL

MARITIME ECONOMY RESERVE ZONE

South Boston

SITE NO.	SITE USER/OCCUPANT	SITE OWNER	ACRES	CURRENT ZONING	WITHIN DPA	MIN 12' WATER DEPTH	EXISTING USES AND ACTIVITIES
1.	Fish Pier/ Commonwealth Pier Apron	Massport	34.4	W-2	Yes	Yes	Ground Floor - Commercial boat dockage (both piers) fish processing (Fish Pier only) Upper Floor (Fish Pier)- offices accessory to fishing and martime uses.
2.	General Ship Corp./ Drydock	EDIC	23.7	W-2	Yes	Yes	General ship repair
3.	Massport Marine Terminal	EDIC	60.1	W-2 I-2	Yes	Yes	Vehicle storage and preparation
4.	Coastal Cement/ Drydock #3	EDIC	27.5	W-2	Yes	Yes	Cement processing, drydock
5.	Black Falcon Cruise Terminal/Massport Warehouse	U.S. Navy	33.8	W-2	Yes	Yes	Truck distribution warehouse
6.	Edison Power Plant	Boston Edison	24.2	W-2	Yes	Yes	Storage tanks and pipeline
7.	MBTA Power Plant	MBTA	23.9	W-2	Yes	Yes	Storage tanks, crane (not in operation)
8.	Belcher Oil	Belcher	29.7	W-2	Yes	Yes	Gas, storage tanks, pipeline, accessory uses
9.	Conley Terminal	Massport	101.0	W-2	Mostly Yes	Yes	Container storage and shipping operations

358.2 Total Acres

Meeting Jan. 27 On South Boston Waterfront Zoning

Pictured - High School Seniors assisting 48 Catholic High Schools of the ARchdiocese of Boston in the bi-Annual Archdiocesian Leadership Retreat Program sponsored by the Catholic School Office under the direction of Rev. Michael L. Steele. Director of Religious Education were the following Student Leaders: Front Row: Sonja Samsoondar, Monsignor Ryan H.S.; Sandra Merisier, St. Gregory's High School; Beth Ann Hayes and Arline Conlon, Cardinal Cushing, So. Boston; Stephen Swartz, Marian H.S., Framingham; Dave Hamlet and Jamie Rielly who received the 1987 Bill Mullen Award from Boston College High and James Audette, Hudson Catholic.

South Boston TRIBUNE

"First In Community Service" 25¢

VOL. 50 NO. 12 BOSTON, MA. THURSDAY, JANUARY 21, 1988

1987 ALL RIGHTS RESERVED BY TRIFORD PUBLISHING CO., INC.

Students and Host Families Sought

The American International Youth Student Exchange Program is a non-profit high school foreign exchange program in the United States, Europe and other countries. AIYSEP believes a greater international understanding is accomplished among people and countries through cultural and home stay programs. It offers qualified students a chance to spend a summer, semester or school year with a host family in America or abroad.

At present, American host families are being sought for 25 students from high schools in Europe and other foreign countries for the school year 1988. Students will arrive in the United States in late August 1988 attend the local school and return home in late June 1989. The students, all fluent in English, have been screened by their

continued on page 9

"L" Street Progress

During the past months "L" Street (Curley Rec. Center) has been undergoing a major renovation and will continue for a tleast well into the year of "1988".

This building was built in "1931" under the Curley Administration and served the purpose to the many Bostonians who took advantage of the fine facility that was built for men, women and children of all ages.

"L" Street is known all over the world. It has a fine reputation for its many activi-

continued on page 7

Passion Play Auditions - 1988

Auditions for the 41st annual production of The New England Passion Play, THE CHRISTUS, take place at the Paulist Center, 2nd floor, 5 Park St, Boston, on Sundays, January 24 and 31, from 3-7 pm, and on Mondays, January 25 and February 1, from 7-9 pm.

David F. Farwell of Watertown will direct this year's production. A teacher of music and drama for many years, Mr. Farwell is the music and liturgy director in several churches. Recently he has directed extensive-

continued on page 9

B. C. High Honor Roll

Five residents of South Boston have been named to the first term honor roll at Boston College High School where they are students.

Residents of South Boston who received High Honor were: Timothy N. Souris, a senior, and son of Mr. and Mrs. Constantine Souris, of E. 5th St.

Residents who received Honors were: William A. Olevitz, a junior, son of Mr. and Mrs. John Olevitz, of E. Third St.; Stephen J. Sullivan, a senior, son of Mr. and Mrs. Stephen Sullivan, of Emerson St.' Tadas E. Dilba, a senior, son of Mr. and Mrs.

continued on page 3

The Boston Redevelopment Authority, working with the Harborpark Advisory Committee, has scheduled a community meeting to solicit the comments of neighborhood residents and property owners regarding the establishment of a proposed Maritime Economy Reserve (MER) zone along certain portions of South Boston's industrial waterfront. This public meeting has been scheduled for Wednesday, January 27, 1988, at 7:00 p.m. at the Tynan Community School. The Boston Redevelopment Authority invites all interested parties to attend this important meeting. The proposal has been previously presented to the Fort Point Channel Citizen Advisory Committee and has received their support. If you

continued on page 9

Knights Of Columbus Launch Membership Drive Honoring Bishop Daily

Grand Knight Kevin P. Kerr of Pere Marquette Council in South Boston announced that the Massachusetts Knights of Columbus was launching its membership drive in honor of the new Supreme Chaplain Bishop Thomas V. Daily. Grand Knight Kerr continued, "From his early years in the priesthood in Boston and later the Auxiliary Bishop of Boston, to his missionary work in Peru, to his service as Bishop of Palm Beach, Florida, Bishop Daily has tirelessly shared his giving spirit with the Church and his fel-

continued on page 3

Public Invited To Forum On Boston Harbor Cleanup

The New England Water Pollution Control Association, in conjunction with the Massachusetts Water Resources Authority will sponsor a panel discussion on the Boston Harbor cleanup titled "How the Puzzle Fits Together."

The panel of experts discussing the Harbor Cleanup includes MWRA Executive Director Paul F. Levy; Environmental Protection Agency Regional Administrator Michael Deland; Department of Environmental Quality Engineering Chairman s. Russell Sylva;

continued on page 12

Now's The Time To Place Your VALENTINE'S GREETING

Visit the Tribune Office to place your ad! Deadline is Tuesday. February 9, 12 Noon.

Your ad will be published on Thursday, Feb. 11

Friends Of Library

A meeting of the Friends of the South Boston Branch Library was held on Monday, January 11 at 7:00 p.m. at the library. Program planning was on the agenda and the quarterly newsletter, "Friendly News", was distributed.

The Executive Committee will meet on February 1 followed by a meeting for members on February 22, 1988 at 7:00 p.m. The latter meeting will be held at the library, 646 E. Broadway.

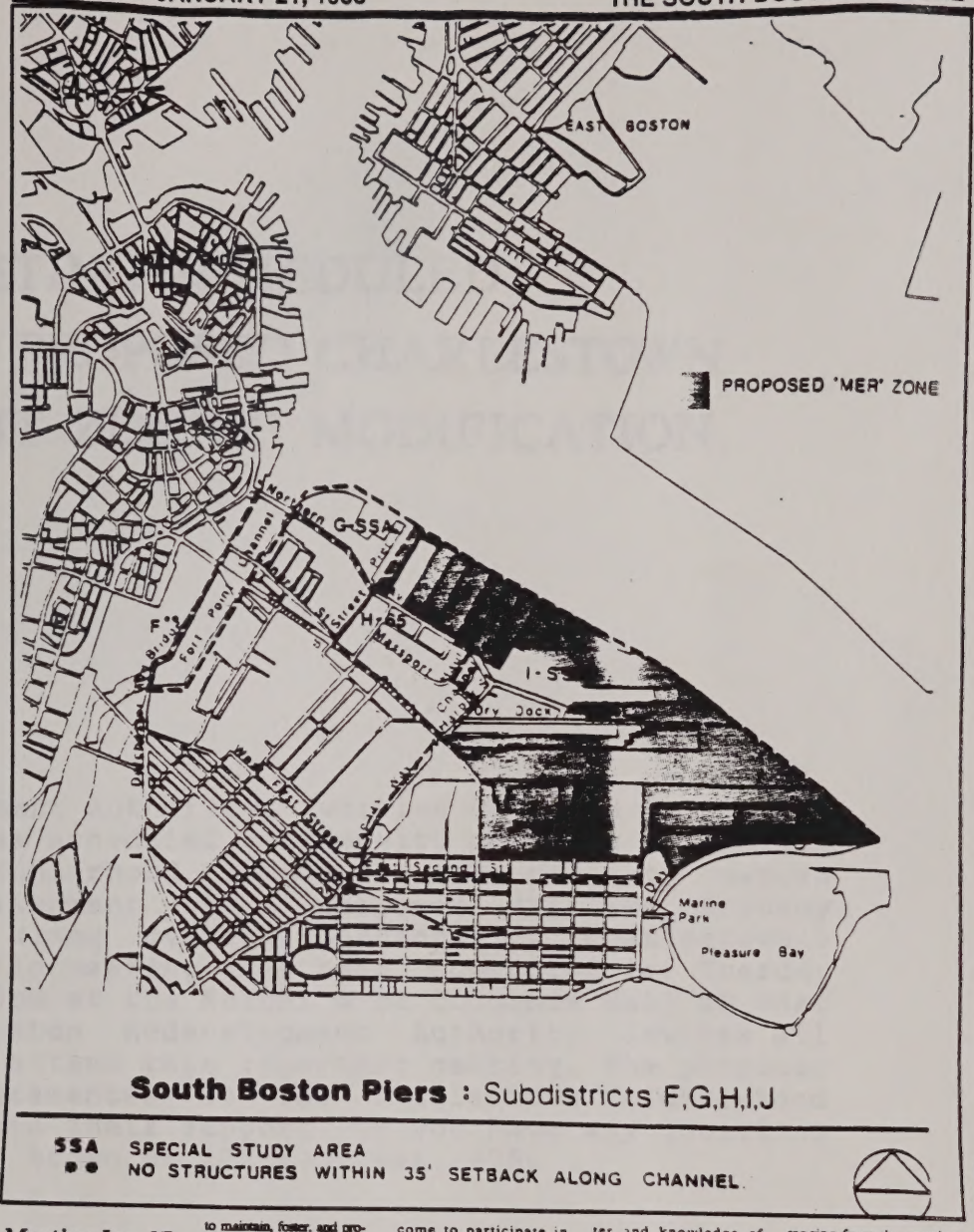
Around Town

Country and Western Nite

South Boston V.F.W. Post #6536 (located behind Andrew Station) will hold a Country and Western Nite, featuring Yankee Jack, Marie & Co. and a pot roast dinner on Friday, January 22, 1988 from 8:00 p.m. - midnight.

continued on page 12

At



South Boston Piers : Subdistricts F,G,H,I,J

SSA SPECIAL STUDY AREA
●● NO STRUCTURES WITHIN 35' SETBACK ALONG CHANNEL

Meeting Jan. 27

(Continued from page 1)

have any questions please contact Gary R. Brown.

Maritime Economy Reserve Zone

The establishment of this special zoning district would set aside and preserve specific sites along the waterfront that could only be used for maritime-industrial and associated water-dependent uses. The current zoning for maritime dependent uses (W-2 Waterfront Industrial), allows numerous by-rights and conditional uses, which have led to land use conflicts, speculation, and encroachment upon these important maritime industrial areas.

The proposed MER Zone has the following specific objectives: to preserve for maritime-industrial use, and particularly of the ocean borne carriage of goods and passengers, adequate piers, wharves and land necessary for vessels and their support facilities in Boston Harbor; to maintain, foster, and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston; to designate sites for maritime-dependent industrial uses along the waterfront consistent with applicable State policy and the unique needs of the maritime industry; to promote land development that will protect the public health and general welfare; and to maintain a safe and healthy environment.

Students and Host

(Continued from page 1)

school counselors in their home country and will receive medical insurance and spending money.

HOst families are also being sought for 25 European and foreign students ages 16 and 17, for duration of 4 weeks in the summer of 1988. American families with small children are welcome to participate in both programs. All families hosting a student for the summer, semester and year can $50.00 a month for income tax purposes.

AIYSEP is also seeking American High School Students ages 15-19 who would like to spend a high school semester or year with a European family or to participate in a four week family stay in Europe in the summer of 1988. Students are screened by AIYSEP school counselors and educators in the local schools. Candidates who have evidence of maturity, superior character and knowledge of English and a foreign language can be finalists and become AIYSEP students.

Interested students and families are asked to please contact the AIYSEP International Headquarters: Office of the Director, 200 Round Hill Road, Tiburon, CA. 94920.

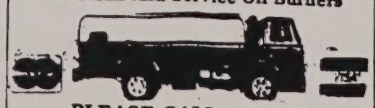
Passion Play

(Continued from page 1)

ly in the North shore area and presently is working in the Boston area.

The 1988 rendition of THE CHRISTUS will be a new and exciting version of the ages old story ranging from the creation of the universe and of Adam and Eve in the Garden of Eden to the various events of the birth, life, death, resurrection and ascension of Jesus Christ. It features in its Bethlehem scene the winner of the famous Christ Child Contest.

All roles are open, these include the title role of the Christus, the Virgin Mary, Pilate and Herod, Judas and Satana, the High Priests and the

A.C. Oil
Discount Heating Oil
Please Call for today's price
We Service Fuel Assistance Customers
We Clean And Service Oil Burners

PLEASE CALL 426-6076

WALSH
700 - 704 BROAD
FREE LAYAWAY

Made To Order
Replacement Windows - Vinyl & Aluminum

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

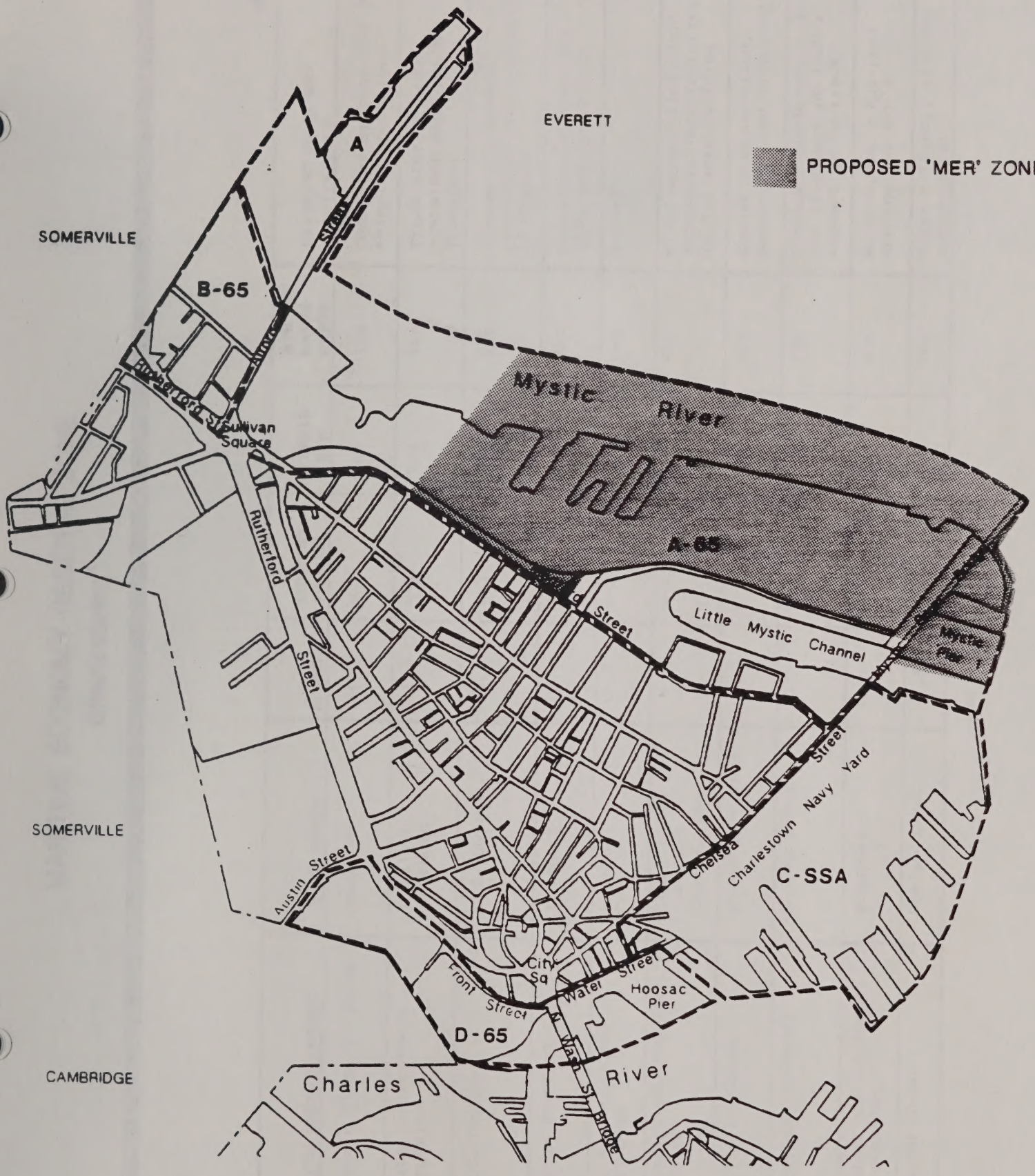
Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

MEETING SCHEDULED TO DISCUSS PROPOSED CHARLESTOWN WATERFRONT ZONING MODIFICATION.

The Boston Redevelopment Authority, working with the Harborpark Advisory Committee, has scheduled a community meeting to solicit the comments of neighborhood residents and property owners regarding the establishment of a proposed Maritime Economy Reserve (MER) zone along certain portions of Charlestown's waterfront. This public meeting has been scheduled for Tuesday January 19, 1988, 7:00pm at the Knight's of Columbus Hall on West School Street. The Boston Redevelopment Authority invites all interested parties to attend this important meeting. The proposal has been previously presented to the Charlestown Neighborhood Council and has received their support. If you have any questions please contact Gary R. Brown at 722-4300 ext. 405.

Boston Redevelopment Authority is an Equal Opportunity/Affirmative Action Employer • Equal Housing Opportunity



Charlestown Waterfront : Subdistricts A,B,C,D

SSA SPECIAL STUDY AREA

MARITIME ECONOMY RESERVE ZONE

Charlestown

SITE NO.	SITE USER/OCCUPANT	SITE OWNER	ACRES	CURRENT ZONING	WITHIN DPA	MIN 12' WATER DEPTH	EXISTING USES AND ACTIVITIES
1.	Mystic Piers 1, 48-50	Massport	16.2	W-2	Yes	Yes	Container storage and shipping operations
2.	Catalano Brothers Trucking	Catalano Brothers	1.7	W-2	Yes	Yes	Truck storage for container and Gypsum Transport
3.	U.S. Gypsum	U.S. Gypsum	8.3	W-2	Yes	Yes	Typsum off-loading, processing and transport of Gypsum
4.	Moran Terminal	Massport	40.5	W-2	Yes	Yes	Container storage and shipping operations
5.	Former Schiavone Shipping	Massport	11.9	W-2	Yes	Yes	Vacant
6.	Charlestown Commerce Center	Charlestown Commerce Center, Inc.	6.5	W-2	Yes	Yes	Mixed warehousing light industrial/manufacturing in 9.2 acre building
7.	Atlantic Cement	Atlantic Cement	5.4	W-2	Yes	Yes	Cement storage silos, processing and transport
8.	Somerville Lumber	Melvin Cohen	3.5	W-2	Yes	Yes	Storage, warehouse, sales and transport of lumber brought in by truck
9.	Former Revere Sugar Processing	Massport	18.2	W-2	Yes	Yes	No occupant - Massport sending out RFP's
10.	Amstar Sugar	Domino Sugar	20.4	W-2	Yes	Yes	Sugar refinery, storage and shipment

132.6 Total Acres

© CHARLESTOWN
PATRIOT
and Somerville Chronicle

VOLUME 30 NUMBER 20 CHARLESTOWN, MASS. PRICE 10¢ THURSDAY, JANUARY 14, 1988

FIRST CLASS MAIL
11-12
Boston Redevelopment Authority
Attn: Library
City Hall
Boston, Mass. 02201

Police, Teens And Parents Meet To Discuss The Issue Of Drugs

by Mary Ziniti

The Teen Connection of the Charlestown Community Schools made up the majority of the audience at the monthly Police/Community meeting held on January 12th as the topic of the gathering focused upon drug abuse.

Boston Police Officers Richard Gannon and Tom Settipani from the School Program to Educate and Control Drug Abuse (SPECDA) spoke to the teens and pre-teens gathered, about drug addiction, criminal actions undertaken to support drug habits and methods of saying "no" to the pressures of using drugs.

In addition to the dialogue between the police and the youths,, the audience, which also included a few parents, viewed a television program entitled "Wasted: A True Story." The video chronicled a family's difficult experience when the young brother used drugs to a point where he stole his mother's car, chased his older sister around the house with a knife and lost any interest in school, friends and sports. The police officers also set-up a display showing what some drugs look like and the tools used to prepare drugs for consumption.

Gannon said that drug problems exist in Charlestown, Boston and worldwide. The police use a "three prong" approach to dealing with drug abuse, he added, that includes enforcement, prevention and an educational component. SPECDA targets fifth and sixth graders to speak to because this is the period when youngsters are introduced to drugs, Gannon said.

The SPECDA program commenced in Boston's public and parochial schools in January of 1987, according to a booklet distributed at the meeting. This program originally began in New York City in 1983 as a partnership between the New York City Board of Education and the New York City Police Department.

Police officers spend eight weeks in Boston's

(continued on page 14)

Doe Presented Achievement Award From Rehabilitation Commission

by Mary Ziniti

Those who were lucky enough to attend an awards presentation for Charlestown resident Kelly Doe at Barrett's on Boston Harbour recently, experienced a special lesson in courage.

Doe, a 25 year old quadriplegic, received a high achievement award from Elmer Bartels, commissioner of the Massachusetts Rehabilitation Commission, an achievement award from Senator Francis Doris for overcoming her handicap and praise from City Councillor Robert Travaglini. Like Doe, Bartels is a quadriplegic.

This young Charlestown resident has been in a wheelchair since diving into shallow water at Revere Beach in July of 1978. Yet, Doe hasn't seemed to slow down at all and those who speak about Doe quickly

(continued on page 6)

KELLY DOE was recently presented an achievement award from the Massachusetts Rehabilitation Commission for her accomplishments, notably for her work with computers. Making the presentation was Elmer Bartels, commissioner of the Massachusetts Rehabilitation Commission. Shown front row (l. to r.) Kelly Doe and Commissioner Bartels. Back row (l. to r.) Jack Millerick, executive director of the Life Focus Center; Janice Vetrano, legislative assistant to Senator Francis Doris; Tom Kolterjahn, director, Harbor District of the Massachusetts Rehabilitation Commission; and Robert Travaglini, Boston City Councillor.

Maritime Economy Reserve Zone To Be Topic Of January 19th Meeting

The Boston Redevelopment Authority, along with the Harborpark Advisory Committee, have scheduled a meeting to discuss the Maritime Economy Reserve Zone (MER) with concerned residents of Charlestown on Tuesday, January 19 at 7:00 p.m. at the Knights of Columbus Hall, 75 West School Street.

Residents may contact Gary R. Brown at 722-4300 extension 405 for further information.

YELLOW CAB
Radio Dispatched
666-1000
625-5000
24 Hour Service

TOWN SHADE CO.
40% OFF All Blinds Vertical or Horizontal
Window Shades — Most Windows
Measured and Installed Same Day
FREE ESTIMATES
241-9291 Frank Dacey 846-2774

PARKING SPACES FOR SALE
Several secure, underground garage parking spaces for sale at **The Courtyard Condominiums** (across from Sullivan's Pub).
With all the construction-related tow zones, a parking space in Charlestown is a must! Appreciate the value of your home with a home for your car.
Call Susan At: 242-1372

BUNKER HILL REAL ESTATE
242-2600

Thinking About Buying, But Not Sure What You Can Afford?
MEET THE BANKERS
An opportunity, at no cost or obligation, to meet mortgage lenders and find out what mortgage you qualify for and different mortgage programs available.
January 23
12:00 - 2:00 Chase Manhattan, Craig Badman
2:00 - 4:00 Boston Five, Jill Gromley
January 24
12:00 - 2:00 Harbor Equity, David Ragment
2:00 - 4:00 Commonwealth Mortgage, David Haskell

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

MEETING SCHEDULED TO DISCUSS PROPOSED EAST BOSTON WATERFRONT ZONING MODIFICATION.

The Boston Redevelopment Authority, working with the Harborpark Advisory Committee, has scheduled a community meeting to solicit the comments of neighborhood residents and property owners regarding the establishment of a proposed Maritime Economy Reserve (MER) zone along certain portions of East Boston's waterfront. This public meeting has been scheduled for Tuesday February 2, 1988, 7:30pm at the Harborside Community School, 312 Border Street, East Boston. The Boston Redevelopment Authority invites all interested parties to attend this important meeting. The proposal has been previously presented to the East Boston Planning and Zoning Advisory Committee and has received their support. Please plan on attending.

Boston Redevelopment Authority is an Equal Opportunity/Affirmative Action Employer • Equal Housing Opportunity

PROPOSED EAST BOSTON 'MER' ZONES

MARITIME ECONOMY RESERVE ZONE

East Boston

SITE NO.	SITE USER/OCCUPANT	SITE OWNER	ACRES	CURRENT ZONING	WITHIN DPA	MIN 12' WATER DEPTH	EXISTING USES AND ACTIVITIES
1.	Former Boston Shipyard/Cashman Marine Enterprises	Massport	17.1	W-2 M-2	Yes	Yes	Cashman Bros. Proposing mixed marine use facility including repair, boat sales, storage, etc.
2.	Boston Fuel Transportation	Boston Fuel Transportation Corp. & Pierless # 3 Corp.	5.5	W-2	Yes	Yes	Towboat/fuel barge operations and storage
3.	General Ship Corp.	Genesis Ship Corp. & MBR Corp.	8.4	W-2	Yes	Yes	General boat repair
4.	Boston Tow Boat	Boston Fuel Transportation	5.4	W-2	Yes	Yes	Tow boat storage and operations
5.	Ganter/Ellis	Wendy J. Ganter Trust	3.4	W-2	Yes	Yes	Scrap metal, barge and storage
6.	Perini/Bay State Dredging	Bay State Dredging	5.3	W-2	Yes	Yes	Dredging and marine construction operations
7.	Hess Oil	State Fuel Co. Inc.	8.4	W-2 M-1	Yes	Yes	Oil storage tanks and distribution
8.	Mobil Oil	Mobil Oil Corp.	22.3	W-2 M-1 I-2	Yes	Yes	Oil storage tanks and distribution

75.8 Total Acres

East Boston
Times-Free Press
and EAST BOSTON LEADER
P.O. BOX 535, EAST BOSTON, MA 02128 WEDNESDAY, JANUARY 27, 1988 (617) 567-9600 (617) 567-0900

Waterfront Zoning Hearing Tuesday at Harborside

The establishment of a special zoning district along the East Boston waterfront will be aired at a public meeting to be held Tuesday evening, Feb. 2, at the Harborside Community School, starting at 7 pm.

The proposal would set aside and preserve specific sites along the waterfront that could only be used for maritime industrial and associated water dependent uses. The current zoning for maritime uses (W-2 Waterfront Industrial) allows numerous by right and conditional uses, which have led to land use conflicts, speculation and encroachment upon these important maritime industrial areas.

The meeting is being called by the Boston Redevelopment Authority, working with the Harborside Advisory Committee.

The proposal has already received the support of the East Boston Planning and Zoning Advisory Committee (PZAC).

The request for a Maritime Economy Reserve (MER) zone calls for six locations along the East Boston waterfront to be established as MER zones.

The proposed MER Zone has the following specific objectives: to preserve for maritime industrial use, and particularly for the ocean borne carriage of goods and passengers; ade

Continued to Page Three

Sterling Brisbin, lead engineer in East Boston for the Third Harbor Tunnel project, explains new traffic plan to residents attending Monday night's workshop.

Irate Residents Reject Harbor Tunnel Designs

by Domenic Amara

Confusion reigned at the first public workshop of the 3rd Harbor Tunnel Project held Monday night at the Harborside Community School in East Boston. The workshops were touted as offering project engineers and residents an opportunity to discuss specific design issues of the alignment at a technical level.

Despite nearly a half dozen detailed maps, and the efforts of engineers and consultants with waving pointers detailing convoluted configurations residents were generally dissatisfied with the presentations. Many could not understand the drawings and called for detailed models.

"I'm not going to look up at what amounts to a plate of spaghetti," said community activist Elvira "Pixie" Palladino referring to the detailed maps.

"We want models that we can understand," said Palladino who became irate when told that they were costly and time consuming to make.

"That's their problem," Palladino said later. "They can spend billions on the tunnel but can't spend a few hundred to make the East Boston road system to and from the tunnels clear to East Boston residents who'll have to live with it for decades. That should tell us something."

According to Leonard Barbieri, the Senior Design Engineer for the Harbor Tunnel project, the first "scheme" caused some people to be concerned about the way the tunnel would run to route C-1. Under the early plan a long ramp would have passed extremely close to homes at Neptune Rd. Under the new plan there was a focus on minimizing building construction in the Neptune Rd. area.

Under the second scheme, called Option B, the viaduct would be shortened and the Neptune Rd. off ramp would be relocated so that it is not accessible for traffic exiting the airport. Access to Neptune Road from the existing tunnel would be via a road paralleling the major highway. All traffic from the new harbor tunnel would be delivered into the airport. All traffic from the south shore to East Boston would be through the 3rd Harbor Tunnel and the airport.

A spokesman for the tunnel project explained that once the project is completed it would reduce traffic by 30,000 cars, but admitted that the traffic would increase to eventually the same level again.

If that's the case, said Rosemarie Ruggegio, "I don't think this thing has been thought out. I can envision that the city, state and DPW will come back for a 4th Harbor Tunnel."

According to the presentors no new exits to Chelsea, where large air freight companies are now locating, were planned, nor were any large scale changes in McClellan Highway. The Neptune Road turnaround, however, would be suspended.

The DPW plans a Feb. 8 meeting to discuss the Airport Edges, a February 22 meeting to discuss the MBTA Station relocation, and a February 29 meeting to review the Memorial Park Design.

Resident Parking Stickers Expire on January 31st

Commissioner Richard A. Dimino of the Boston Transportation Department wishes to remind neighborhood residents that East Boston resident parking permits will expire on January 31, 1988. Beginning Feb. 1, 1988, only those vehicles displaying East Boston permits with an expiration date of January 31, 1989 may park legally in designated Resident Permit Parking spaces.

To obtain a current East Boston parking permit, residents should visit the Transportation Department in room 224 at City Hall. The Resident Parking Division is staffed on Monday, Tuesday, Wednesday and Friday from 8 a.m. to 5:30 p.m. and for the working public's convenience, on Thursday from 8 a.m. to 7:30 p.m.

Residents must present a valid Massachusetts Vehicle Registration and a current proof of residency exhibiting the identical name and address as on the registration. Acceptable as proof of residency are: (excluding mortgage) or Massachusetts Medicaid eligibility cards.

To be considered current, a proof of residency must have a billing date less than 30 days old.

All overdue Boston parking tickets issued to the vehicle registration must be paid or appealed before a permit is issued. Please call the Office of the Parking Clerk at 727-4410 if you need to question your status.

East Boston residents requiring additional information should contact the Resi[illegible]

Chamber Meeting Thursday at Noon

The East Boston Chamber of Commerce Luncheon will be held at Lombardo's at noon, Jan. 28. Annual Reports and Appreciation Awards will be given. For reservations call 569-5000. Tickets are $6.00 per person.

Community Service Meeting

Do you have a neighborhood problem?

An open community meeting will be held Tuesday, Feb. 2 at 7 p.m. at District 7 Police Station.

All residents are invited.

Added Circulation Now Available In Winthrop

[illegible]

Community Health Committee Receives $700,000 Grant

The East Boston Community Health Committee has been awarded a grant of $700,000 from the nation's largest health care philanthropy to help East Boston Neighborhood Health Center expand services to the frail elderly.

The health center's project replicates a successful program developed by On Lock Senior Health Services in San Francisco, also supported in part by the Robert Wood Johnson Foundation, Princeton, N.J.

"The unique feature of this program is that it combines a strong service program under a consolidated public financing system," said Leighton E. Cluff, M.D., foundation president, in announcing the grant. "The On Lock model offers a full range of health and social services so that elderly people, even on fixed incomes, can remain in their own homes and receive effective care."

Following the On Lock model, the East Boston health center payments from Medicare and Medicaid, as well as limited out of pocket payments from clients who can afford them.

Because On Lock's San Francisco program has been successful in reducing costly hospitalizations and nursing home placements for a very frail elderly population, the annual per person costs of the program are less than prevailing nursing home rates, Cluff said.

For that reason, the federal Medicare and Medicaid programs also are interested in fostering the On Lock model. Federal legislation permits projects such as Beth Abraham's to receive advance payments for each elderly person enrolled. If the project is working well

Voter Registration Drive For 10 Days At Fire Station

The Boston Election Commission is holding a voter registration drive that will give East Boston voters an opportunity to place their names on the voter list.

The registrations will take place at the Fire Station, 239 Summer Street.

They will be held on the following dates and during the

Superintendent In Classroom

The Harborside Community School had a new face in its classrooms on Monday when Superintendent of Schools Lavel S. Wilson attended classes and took part in the learning process as a student. Shirah Smith, president of the Student Advisory Council, is shown explaining her chemistry notes to the superintendent in James Keaney's chemistry classroom.

The East Boston school visit gave the head of the school system an opportunity to see what is actually taking place and being taught in the classroom.

TEDDY'S

For Advertisement Call
567-9600 ‡ 567-0900

We're New, We're Exciting
We're The Ultimate
The Ultimate Sound
D.J.'s for All Occasions
Top 40's A Specialty
Louie 561-0258
Carlos 286-1406

LOCKSMITH
Keys - Locks
Deadbolts - Repairs
Installations
Residentiaf - Commercial
Bob Sweeney
Revere
289-7667

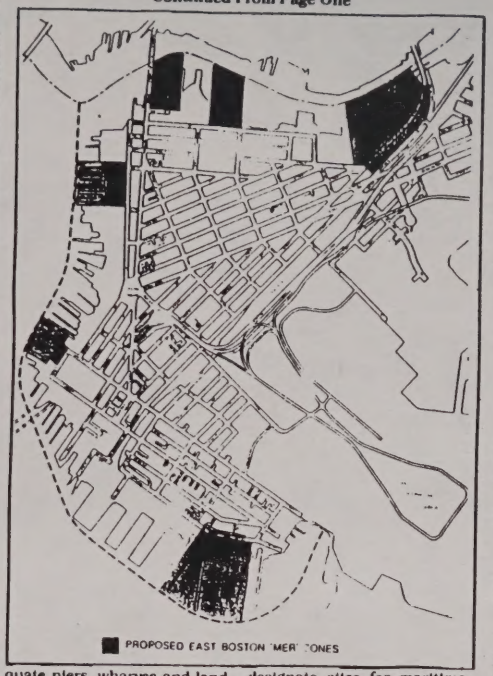
WINTER CLEARANCE SALE
20% - 50% OFF Selected Items

Giordano Jazz Shoes
Reg. $43.00 sale $24.99
Danskin Unitards
Reg. $40.00 sale $30.00
LEAP ONTO THE WORKOUT SCENE
"SPANDEX" at. . .
ON YOUR TOES
Dancewear etc.
653A BROADWAY
REVERE 284-5655
Mon.-Fri. 10 to 6, Wed. 10 to 8, Sat. 10 to 5
MasterCard — VISA — Layaway

SLENDERIZERS
BODY TONING SYSTEMS
BRAND NEW FACILITIES
Call 561-0227 for an appointment
978 Saratoga St., Orient Heights, E. Boston

Waterfront Zoning Hearing Tuesday at Harborside

Continued From Page One



quate piers, wharves and land necessary for vessels and their support facilities in Boston Harbor; to maintain, foster, and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston; to designate sites for maritime-dependent industrial uses along the waterfront consistent with applicable State policy and the unique needs of the maritime industry; to promote land development that will protect the public health and general welfare; and to maintain a safe and healthy environment.

Zoning Proposal Attempts To Protect Neighborhoods

An important zoning amendment will be discussed at a meeting this (Wednesday) evening of the East Boston Planning and Zoning Advisory Committee (PZAC). The amendment in essence will prohibit airport related uses on land outside Logan Airport.

These uses are described as park and fly lots, rent-a-car businesses and services, rent-a-car sales lots, air cargo, freight, mail or baggage handling uses that may need to be re-located as a result of the taking of land for the harbor tunnel that will displace present firms.

It is believed the amendment will put a control over the development

E.B. Man Saves Life at Logan

Massport Acting Aviation Director Patrick B. Moscaritolo recently praised the swift action of three Logan Airport Fire Department employees, including Firefighter/EMT Paul Moore of East Boston, that resulted in life saving efforts to an airline employee.

On Sunday, Jan. 17, at 8:12 a.m. Fire Control received a call from Delta Airlines requesting medical assistance for an employee out on the ramp near gate 34.

Within minutes, the Emergency Medical Team was on the scene assisting 57 year old Maurice Goggin who had suffered an apparent heart attack.

The medical team immediately initiated intensive life support procedures stablizing Goggin's condition before he was transported to Mass. General Hospital.

Moscaritolo said, "The action of these firefighters is a perfect example of the extensive ongoing training Logan's Fire Department personnel are given on a day to day basis."

According to Deputy Chief Bob Fennessey, "Massport handled over 1,400 medical emergencies last year at Logan." Of his emergency medical crew, Fennessey says, "their commitment and quality of service is extraordinary."

Nucci Supports Maverick Youth

Boston School Committeeman John A. Nucci in a letter to Doris Bunte, Boston Housing Authority administrator last week urged the authority to continue to support the Maverick Youth Program.

Funds for the operation of a youth program at the project will no longer be supplied by the BHA.

Nucci in his letter wrote:

"I am writing to express my strong support for the continuation of the Maverick Youth Program. In a relatively short period of time this program has been able to achieve tangible positive results and deserves to be funded.

"As President of the School Committee, I have worked with School Committee members, Superintendent Wilson, and Mayor Flynn to address the needs of our students who are at-risk or drop-outs. Through the efforts of the Youth Program, students in need of alternative education are directed to Maverick City Roots Program. It would be a set-back to lose such an important link to the Maverick community.

"The Youth Program provides a wide-range of valuable services to the Maverick youth and their families. Your assistance in helping to fund this program will ensure that these services will continue."

zeltsar studios
Portrait - Wedding
Passport - Commercial
57 Putnam St.
Winthrop
846-5998

MAR'S OIL CO.
100 gal. min. C.O.D.
68.9¢ Cash or M.O.
Burner Service Available
No personal checks accepted
387-5201

SOLARI UNISEX SALON

SPECIAL SALE!
FINE LEATHER
Handbags & Small Leather Goods. Including A Large Selection of. . .
EEL SKIN
At Low, Low Prices!

71 Jefferson Street • Winthrop
846-9764 • 846-9844

MICHELINA'S
MAMMA

311 BENNINGTON STREET,
DAY SQ. EAST BOSTON DAY SQ.
569-3161